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NOVEMBER 1988

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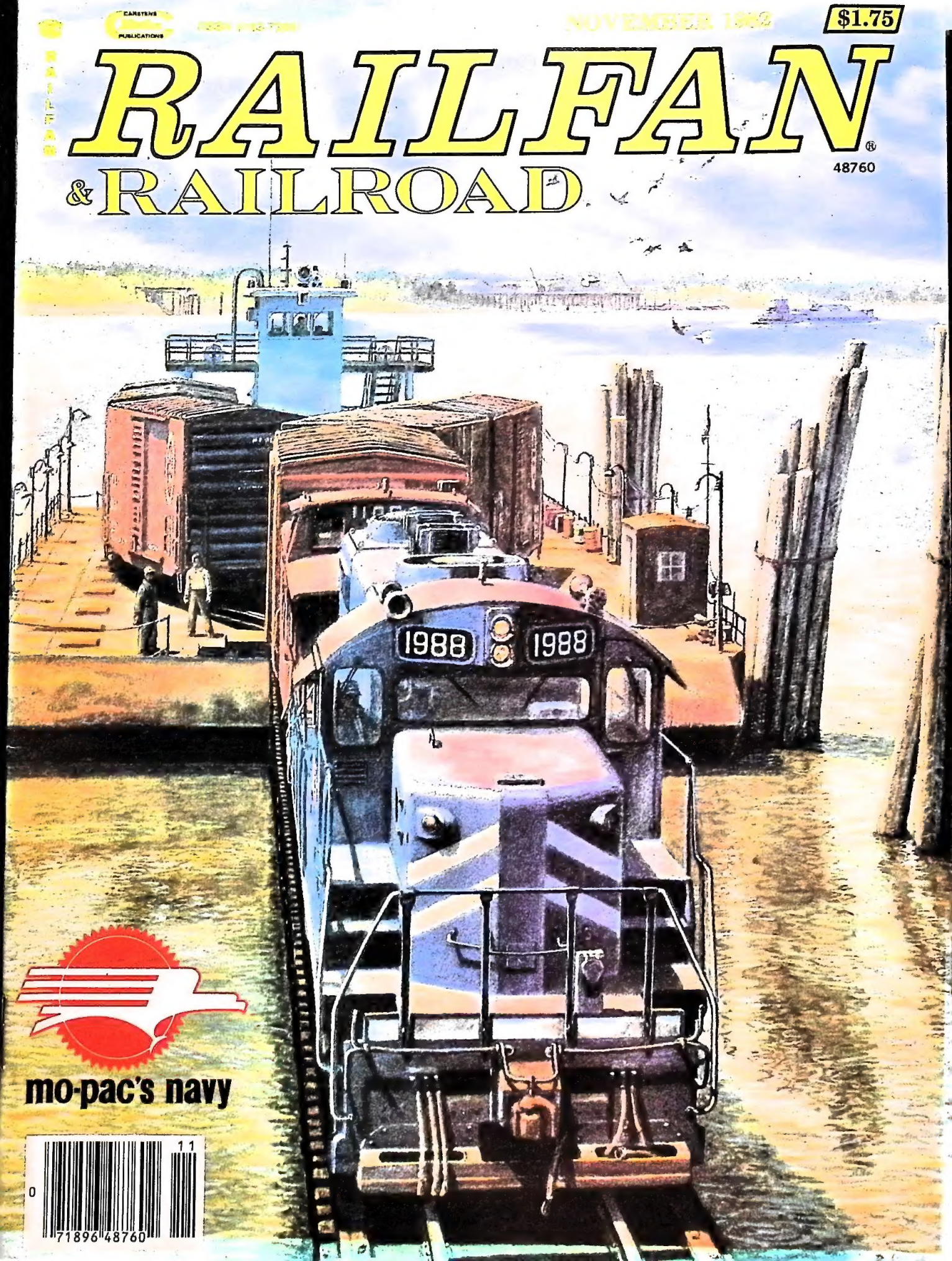

mo-pac's navy

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KODACHROME: ROSS PUGSLEY

WHITE PASS & YUKON Mikado 73 went into excursion service this summer as announced. She's here northbound near Log Cabin, B.C., on June 20, 1982.

Railnews

KODACHROME: VICTOR DELGADO

NATIONAL RAILWAYS OF MEXICO has restored GR-20 2-8-0 1150 (built by Alco for NdeM) and has been running her on excursions about once a month out of Mexico City. She's here heading up Train 271 at Pachuca on February 28,1982, with G-12 5843. For more news on Mexican steam, see page 24.

KODACHROME: WILLIAM S. GRIPP

KODACHROME: GEORGE BERISSO

AUTO-TRAIN DOMES made their debut on the June 27 NYS&W excursion sponsored by Recycling Railroads, shown at left in Maywood, N.J., behind GP18 1804 and RS1 240. On July 5 they rolled through the streets of Utica, N.Y. (above), behind C420s 2000 and 2002 on NYS&W's new Northern Division. See page 24.

AKRON & BARBERTON BELT has leased two ex-Illinois Terminal SW1200s from N&W. On July 18, 1982, both were at Barberton, the 1210 still in ITC green but 1205 in fresh N&W black.

KODACHROME: ROGER DURFEE

PIONEER VALLEY RAILROAD SW1s 27 and 28 were in storage in Holyoke, Mass., on July 6, 1982, awaiting July 19th start-up of the new 21-mile Pinsly operation of ex-NH track. See page 22.

KODACHROME: JOHN D. WARREN

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From the Publisher's desk: Camera bags are heavy

My camera bag wasn't always that heavy. I quickly realized that the old box camera in the attic just wasn't good enough for train pictures back in 1939, and my father didn't object when I cast covetous eyes on his folding Kodak equipped with an Anastigmat lens and which used that highly desirable 116-size film which was ideal for shooting locomotives. You carried the camera by hand and stuck a few rolls of film in the pocket. You didn't need a camera bag.

The war years saw a switch to an Argus A-2 using 35mm film, and I realize now I'd have been better off sticking with the trusty old Kodak which gave a much larger negative—and negatives that were sharp for the period. The war years over, a goodly chunk of the mustering-out pay went for a new camera, and to me there was only one answer: the new 620-size (2¼×3¼) Kodak Medalist with an f3.5 Ektar lens in a Supermatic shutter. The $205 list price was high but worth it.

The Medalist resembled an overgrown 35mm camera and used an optical focusing system which, while creating problems for close-up model photography, worked fast and accurately on action shots. Draped around the neck for extended periods, the Medalist was heavy. However, it loaded fast and delivered negatives with snap and sharpness equal to 4×5 negatives without the distortion often seen in the focal plane shutters of the press camera.

I finally gave up on the Medalist after several shutter malfunctions inherent in the early Supermatic design but not present in the Medalist 2. I long ago threw away a double-exposed shot of an NYO&W 2-8-0 coupled to an NYO&W 4-8-2 with a west bound freight. There was also trouble with the shutter icing up while doing some winter photography on the Erie, a problem that can happen to most cameras in cold weather, including movie cameras.

The ultimate solution at the time was a 4×5 Speed Graphic. John Krause had had a 2¼×3¼ Speed Graphic and had also gone to the larger size; he said it would eliminate my problems with freezing because the focal plane shutter had far more tolerance to weather extremes. Should the focal plane shutter fail, I could always fall back on the alternate between-the-lens shutter also built into the Speed Graphic.

Purchase of the Speed Graphic mandated immediate purchase of a 4×5 film pack and the gradual purchase of cut film holders. Cut film had a far heavier film base and gave a better negative that did not buckle or curve during exposure. My old flash gun fitted the Graphic without trouble. To carry all this gear required a hefty camera case, and the Speed Graphic people made a dandy Vulcanoid case, which I still have. It even held my 8mm movie camera in addition to film packs, cut film holders, bulbs, exposure meter and other accessories. It was heavy.

It got heavier when after joining a camera club I decided to have another go at 35mm. Just before leaving for the NMRA national convention in Chicago in 1954 I picked up a Contax and took it along with the Graphic. After that the Graphic took a back seat. The Contax was followed by several SLRs until I bought the first Nikon. Today the camera bag with extra lenses, film, flash and a movie camera is still as heavy as the Graphic case. Someday I'll have to lighten it. Right now there is nothing I can spare.

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RAILROAD/founded 1906/vol.107 no.1

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cover

The ancient rolling cradle shudders softly as GP18 1988 loads boxcars aboard the carfloat *St. Genevieve* at Vidalia, Louisiana. When the loading's done, the Motor Vessel *Natchez*—whose wheelhouse looms above the boxcars—will power the load across the Mississippi River to its namesake city. Artist Bob Karsten did this 14" × 22" casein-on-Masonite painting specifically for this cover. His article on "MoPac's Navy" begins on page 40.

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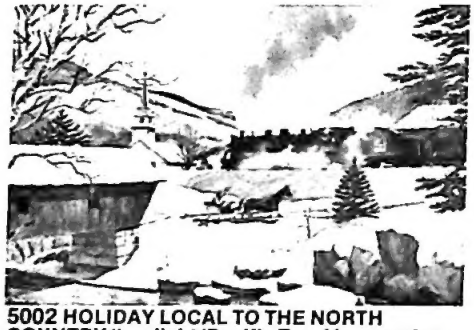
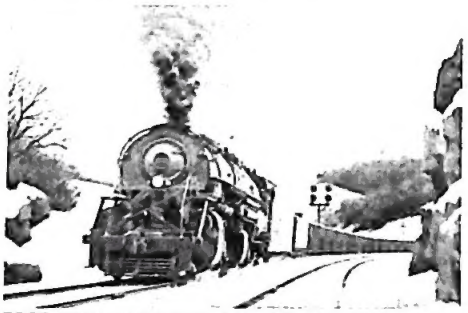


5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "...a light 'Pacific Type' locomotive of the Boston & Maine...Headed toward the White Mountains, etc." "Peace and Good Will at Christmas and through all the New Year"

5053 BLUE MOUNTAIN WINTER-1940 "...served dependably...anywhere the Union Pacific tracks had a mountain to climb., etc." "Wishing you a Blessed Christmas and Happiness throughout the New Year"

5037 ALASKAN MONARCH "...The diminutive 1920 vintage 'mixed' train of the Alaskan Railroad, etc." "May Peace be your Gift at Christmas and your Treasure throughout the New Year"

5004 THE C & S—ON TOP OF THE WORLD! "Never a Christmas morning, never an old year ends...someone thinks of...old days, old times, old friends." "Happy Holidays and Best Wishes for the Coming Year"



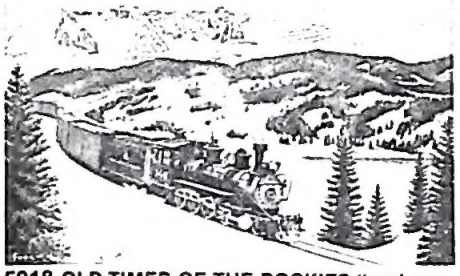
5020 FULL STEAM FOR A LONG LOAD "The famous Y6-B, a true Mallet built by the Norfolk & Western Railway in 1948, etc." "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"

5014 THE WABASH CANNONBALL "...ran for many years along the Wabash River on the route between St. Louis and Detroit., etc." "With Best Wishes at Christmas and Happiness through all the Coming Year"

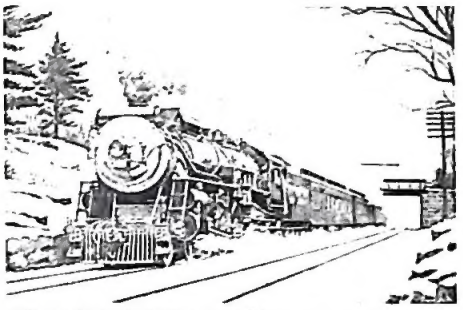
5024 RUNNING LATE AND RUNNING FAST "...Broadway Limited of the Pennsylvania Railroad...great K-4 engine had no equal, etc." "May you and yours this Christmas day...be blessed with...happiness"

5058 "To those we love and see each day, And other loved ones far away, To all good friends whose friendship means so much, And those with whom we're somehow out of touch..." "Merry Christmas and Happy New Year"

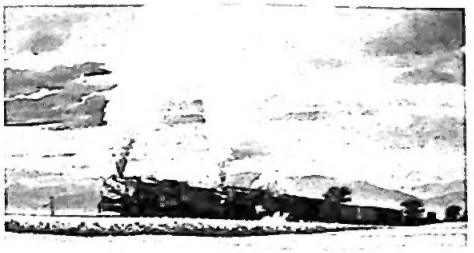
5005 THE GG-1 ON A CHRISTMAS RUN "...139 of this great model, designed in 1934, were built and most are still running., etc." "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"



5018 OLD-TIMER OF THE ROCKIES "...winding downward through the San Juan Mountains of Colorado, etc." "May there come to you at this holiday time...Health, Happiness...Friendships"

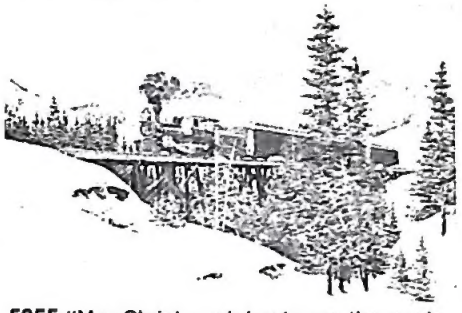


5054 THE YANKEE CLIPPER "Pride of the New Haven's great fleet of passenger trains...an extra-fare train of outstanding luxury, food and service, etc." "Merry Christmas and a Happy New Year"



5007 THE C&S DOUBLEHEADER TO DENVER "...a Colorado & Southern freight works its way out of Boulder Valley., etc." "May Christmas bring Friends to your Fireside, Peace...And Good Health throughout the New Year"

5042 RACING THE CENTRAL VERMONT 700 "...The largest steam locomotives ever to operate in New England...etc." "To those we love and see each day And other loved ones far away...Merry Christmas, Happy New Year"

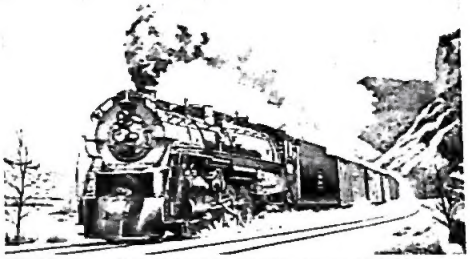


5055 "May Christmas bring to you the music of laughter...the warmth of friendship and the spirit of love"

5040 THE MIGHTY NIAGARA "...New York Central's...huge, roller-bearing...locomotives broke every record...for...speed, etc." "...May the future overflow with health, happiness...for you...those around you"

5041 PRIDE OF THE NORTHWEST "...this Mountain Type...locomotive was used by the Great Northern Railway, etc." "From our crew to yours...Merry Christmas and...Happy New Year!"

5039 NEW ENGLAND AUTUMN "...locomotive is heading north along the Vermont side of the Connecticut River valley on a crisp October day in 1885., etc." "Merry Christmas and a Happy New Year"



5032 FAMOUS BURLINGTON ENGINE 5632 "...This great engine was built by the railroad in its own shops in West Burlington, Iowa., etc." "With every good wish for Christmas and the New Year"

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Over 200	$6.00

Your Address Printed on Envelopes

Cards	Cost
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51-100	$4.50
101-200	$5.50
Over 200	$6.00

5002	5018	5039	5054
5004	5020	5040	5055
5005	5024	5041	5058
5007	5032	5042	
5014	5037	5053	

Number of cards	
Cost of cards	$
Name printing	$
Address printing	$
CO res. add 3% sales tax CA res. add 6% use tax	$
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DEALER TERMS AVAILABLE

cold spell my master took pity on me and let me into the most sacred area (model layout room).

This was fine with me as I really like railroads! "Trains" usually means I get to ride along as "protection" when my master and a friend or two visit a yard or siding in an uncertain neighborhood. Their picture-taking goes uninterrupted and the cameras don't disappear from the car while they are eating. A toothy smile can be a great persuader.

While my master was working I decided to check out the March issues of RAILFAN and RAILROAD MODEL CRAFTSMAN. I really devoured both of these fine magazines with their excellent pictures and super writing. Unfortunately this really put me in the back of the doghouse as my master had not finished either magazine.

Enclosed are the funds I earned chasing cows back into the fence and retrieving tennis balls. I would greatly appreciate it if you would send the March issues of RAILFAN and RMC to the address below. This would get me back in good graces and I will be allowed to ride "shotgun" and howl along with the locomotive's airhorns on future rail visits. Thank you very much.

MAFIA c/o Woody Henderson
Ellerbe, N.C.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

SOUTHERN RAILWAY, 1982 excursions. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listing at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 2716 is ex-C&O 2-8-4; FP7s are green and gold diesels.

October 2, 2716 Lexington, Ky., to Chattanooga, Tenn., one way (BRM); **October 3,** 2716 Chattanooga to Lexington one way (BRM); **October 9, 10,** 2716 Knoxville, Tenn., to Asheville, N.C., and return each day (OSN); **October 16, 17, 23, 24,** 2716 Chattanooga to Crossville, Tenn., and return each day (TVRM); **October 30,** 2716 Atlanta to Chattanooga and return (ACN); **October 31** and **November 6,** 2716 Atlanta to Toccoa, Ga., and return (ACN); **November 7,** 2716 Atlanta to Chattanooga and return (ACN).

THE SPONSORING ORGANIZATIONS are:
(BRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (OSN) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, 1844 West Rugby, College Park, GA 30337.

NORFOLK & WESTERN 4-8-4 611 The N&W streamlined Class J 611 is tentatively scheduled to operate the following trips during the remainder of 1982. Some schedules may be subject to alteration, and sponsoring organizations were not available at press time.

September 25, Lynchburg to Roanoke and return; **October 2-3,** Petersburg to Lynchburg and return each day; **October 9-10,** Norfolk to Petersburg and return each day; **October 16-17;** Roanoke to Bluefield and return each day; **October 23-24,** Bluefield to Walton/Radford and return each day.

BOSTON, MASSACHUSETTS, October 2. Fall foliage excursion from Boston to Steamtown U.S.A. at Bellows Falls, Vt., via Boston & Maine R.R. using MBTA equipment. Steam

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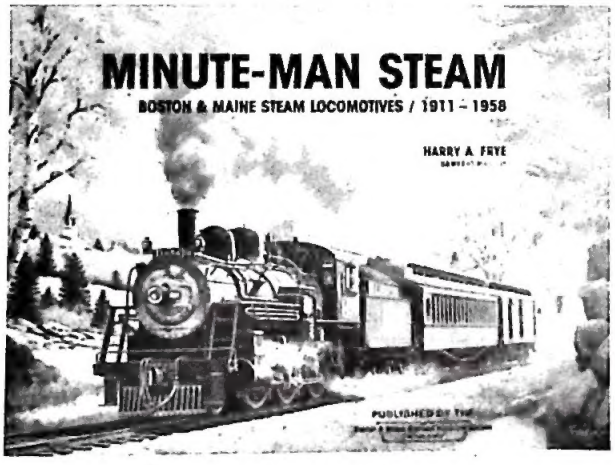
PRICES:

Pre-Publication (Payment with order-Good on all orders received through November 15, 1982.) Hardbound - **$36.95** Softbound - **$17.95**. **Regular Prices** Hardbound **$38.95** Softbound **$18.95**



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and New England in fall colors! Contact: Massachusetts Bay RRE, Box 208, East Walpole, MA 02032.

ROMNEY, WEST VIRGINIA, October 2. Winchester, Virginia, Chapter NRHS is sponsoring an excursion on the South Branch Valley Rail Road. Enjoy beautiful autumn scenery on this unique state-owned ex-B&O branch. Ride behind Alco MRS-1, photo runbys and more. Contact: Winchester Chapter NRHS, P.O. Box 282, Winchester, VA 22601; or call 703/662-8964 between 7:00 and 9:00 p.m.

OTTAWA, ONTARIO, October 3, 9 and 11. CPR 4-6-2 1201 of the National Museum of Science & Technology will be running passenger-carrying excursions from the Museum in Ottawa via CPR to Wakefield, Quebec, and return on October 3 and 11 and from the Museum to Maniwaki, Que., and return on October 9. Fares to Wakefield are $10 for adult and $5 for children under 12; to Maniwaki $18 adult and $7.50 child. Contact: Steam Train Excursions, National Museum of Science & Technology, 1867 St. Laurent Blvd., Ottawa, Ontario K1A 0M8.

LOS ANGELES, CALIFORNIA, October 8-12. Scenic Fall Rail Tour of the West from L.A. to Denver via Amtrak/AT&SF/UP and D&RGW. Leave L.A. 7:40 p.m. on *Southwest Limited* Superliner equipment, October 8, and next day climb Glorieta and Raton Passes in daylight, detraining in Trinidad, Colorado. October 10, bus to Denver with stops at Air Force Academy, Garden of the Gods and Colorado Railroad Museum. October 11, ride D&RGW *Rio Grande Zephyr* to Salt Lake City and return to L.A. next day on Amtrak *Desert Wind*. Space is limited, and fares range from $390 to $573 depending upon coach/sleeper accommodations. Contact: Pacific Railroad Society, P.O. Box 2768, Riverside, CA 92516; 714/684-7458.

NEW YORK, NEW YORK October 9. Excursion from Grand Central Terminal to Amtrak Family Days at Albany/Rensselaer and tour of Delaware & Hudson Colonie Shop hosted by Atlantic Central R.R. Co. Depart GCT 8:45 a.m. on Amtrak *Maple Leaf*. 6½ hours at Albany includes displays of Amtrak equipment and locomotives and special Amtrak excursion from Albany/Rensselaer to Post Road and return. Bus tour to Colonie Shop. Fare $47.50 adults and $29.50 children under 12 includes round trip reserved seat coach (smoking/non-smoking avail.) and Albany tours. Return via Amtrak *Maple Leaf* to GCT 8:49 p.m. For info send SSAE to: Atlantic Central R.R. Co., Passenger Agent Window 4, P.O. Box 447, Dunellen, NJ 08812; 201/434-0596.

NEWARK, NEW JERSEY, October 10. NJ Transit E-units and ex-CNJ passenger equipment on a Conrail excursion sponsored by Tri-State Chapter NRHS from Newark, N.J., to Allentown, Pa., westward via former-CNJ and return on former-LV trackage. Photo stops will be included. Leave Newark 9:00 a.m. with passenger stop at Roselle Park, N.J. Return 5:00 p.m. For trip flyer send SSAE to Tri-State Railway Historical Society, Inc., P.O. Box 2243, Clifton, NJ 07015, or phone 201/857-2987.

CONNERSVILLE, INDIANA, October 16. Nickel Plate Road Historical & Technical Society annual convention at the Holiday Inn features a 34-mile ride behind steam on the White Water Valley, as well as sales, contests, auction and banquet—all at modest prices. Contact: Roger Esker, P.O. Box 111, Milton, IN 47357-0111; 317/489-4424.

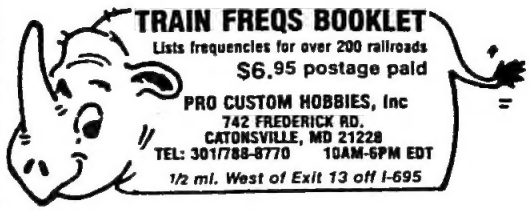
BELLOW FALLS, VERMONT, October 23-24. Steamtown Railfan Weekend featuring unique photo opportunities with special freight, passenger and mixed consists behind steam and diesel power. Saturday night photo session conducted by Jim Boyd of RAILFAN & RAILROAD. Contact Steamtown Railfan Weekend, P.O. Box 71, Bellows Falls, VT 05101; 802/463-3937.

WEST LAFAYETTE, INDIANA, October 24. Annual Meeting of the Monon Railroad Historical-Technical Society at Stewart Center, Purdue University, Rooms 320 and 322. Slides, speakers and sell/swap tables plus business meeting. Admission $1 for members and non-members. Contact: E.J. Lewnard, 410 S. Emerson St., Mt. Prospect, IL 60056.

CANAAN, CONNECTICUT. The fall 1982 schedule of programs for the Connecticut Railroad Historical Assn. will include: Oct. 31, Richard T. Lane, "York County Trolleys Then/Seashore Trolley Museum Now;" Dec. 5, Kevin Gregoire, "Amtrak for the '80s." All meetings free and open to the public; Sundays at 2:00 p.m., at N. Canaan Town Hall Annex, Pease St., Canaan, Conn. Phone 617/448-2224 or 203/927-3782.

WILMINGTON, DELAWARE, November 6-7, 13-14. "Doodlebug Days" on the Octoraro Railway using restored PRR motor car 4662. Saturday trips will operate to Oxford, Pa., over former RDG and PRR trackage; Sunday trips will operate to South Modena, Pa., over ex-RDG W&N branch. The entire operational portion of the Octoraro Ry. will be covered each weekend. Trips will depart Greenville, Del. (three miles north of downtown Wilmington), at 8:30 a.m. EST both days. For information send SSAE to: Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899.

NEW HOPE, PENNSYLVANIA, November 6. Steam special sponsored by Jersey Central Chapter NRHS using 2-8-0 40 on New Home Steam Railway covering entire length of NH&I Railroad from New Hope to Warminster. 40-mile round trip through scenic countryside with photo runbys and special events. Contact: Trip Committee, Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066.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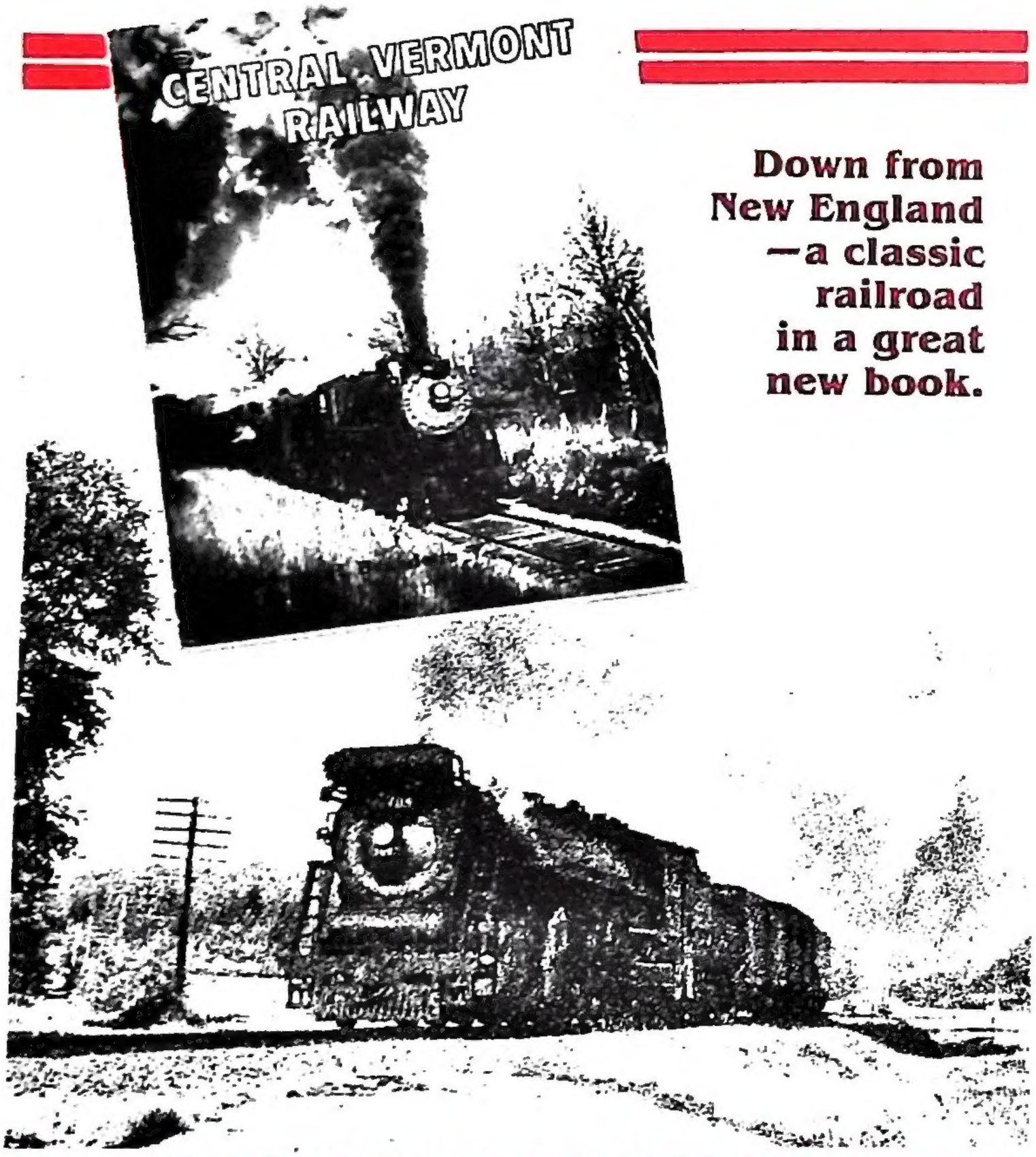

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SOUTH AFRICA, November 7-19. Railfan steam tour of 2400 miles behind eleven different classes of locomotives with all-sleeper accommodations and dining car staged at sidings each night. Steam includes 25C condensing 4-8-4 and doubleheaded GMAM Garrats over Montague Pass. Fair is approx. $1165 from Cape Town including meals and sleeper. Contact: South African Railways, 535 Fifth Avenue, Room 1112, New York, NY 10017.

RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Alexandria, VA 22302 (note new address), has the following tours scheduled. Contact them for full itinerary and details. 703/998-2362.

INDIA, PAKISTAN & NEPAL, November 24-December 14. Best of northern Pakistan including 4-4-0s and Kyber Pass, Ganges Plain of India, and Nepal for Garratts.

HERSHEY CUBAN WEEKEND, November 25-28. Special chartered Brill car over entire electrified trackage of classic interurban. $299 from Miami.

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SUNDAY RIVER TOURS, P.O. Box 565, Concord, MA 01742, agent for Railway Travel & Photography, has the following tours scheduled. Contact them at the above address for full itinerary and details:

INDIA NARROW GAUGE, November 20-December 12. All important narrow gauge lines. $1795 from London, approx. $1200 from Bombay. Private car on certain sections.

CENTRAL CHINA, November 22-December 12. Peking/Datong south ending in Canton. $2820 from London, approx. $2100 from Hong Kong. Chinese-speaking guide and trip leader Dusty Durrant.

AUSTRALIA FROM LOS ANGELES, April 1983. The Pacific Railroad Society is hosting 14, 20 or 22 day itineraries to Australia departing April 2, 1983, including extensive rail travel. For details contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516, or phone afternoons 714/684-7458.

RAILROADIANA MEETS

CRANFORD, NEW JERSEY, October 3. Third Annual Railroadiana Show & Sale at the Coachman Inn, Exit 136 Garden State Parkway, from 10:00 a.m. to 4:00 p.m. NY-NJ Metropolitan area's only exclusive railroadiana show with over 70 tables of railroad items. For details send SSAE to John Brainard, 35 Nordhoff Place, Englewood, NJ 07631.

DANSVILLE, NEW YORK October 3. Toy Train Collectors Society Train Show, Sale & Swap Meet at Ellis B. Hyde Elementary School, North Main St., Dansville, from 11:00 a.m. to 4:00 p.m. Adults $1, kids 50¢. Contact: Al Hawk, 52 Lincoln Ave., Dansville, NY 14437; 716/335-5939.

JACKSON, MICHIGAN, October 10. Jackson Model Railroaders Annual Flea Market from 10:00 a.m. to 5:00 p.m. at Paka Plaza Shopping Center, Clinton Road at junction of US127 and I94 Exit 138. For information send large SSAE to: Joseph K. Wilson, 544 Andrew Ave., Jackson, MI 49202; 517/787-0653.

ROCHESTER, NEW YORK, October 10. Edgerton Model R.R. Club's Third Annual Model Train Exposition & Sale at the Edgerton Recreation Center, Bloss and Bach Backus Streets, 10:00 a.m. to 4:00 p.m. Adults $1, children under 12 free. Contact: Fred D. Minchella, 717/428-6760 or 254-7001.

ITHACA, NEW YORK, October 16. "Finger Lakes Railfair" sponsored by the Cornell Railroad Historical Society, Cornell University and the Cornell Chapter NRHS at the "Tin Can," N. Cayuga St. near Stewart Park. Railfair from 10:00 a.m. to 6:00 p.m., railroadiana and model auction 7:00 p.m. to 9:00 p.m. Model trains, railroadiana, flea market, operating layout, movies, tables, etc. For information send SSAE to: Thomas Trencansky, 3 Greystone Drive, Dryden, NY 13053; 607/844-4767.

ST. LOUIS, MISSOURI, October 23. Railroad Show & Swap Meet sponsored by the McDonnell Douglas Railroad Club at the Hazelwood Community Center, 1186 Teson Road, from 9:00 a.m. to 3:00 p.m. Admission $1. Available table space $6, at door $8. Contact: Pat Hertich, 12135 Fleetwood, Maryland Heights, MO 63043; 314/291-0273.

DEARBORN/DETROIT, MICHIGAN, October 24. The Redford Model Railroad Club presents TRAINORAMA '82; sell and swap railroadiana and model equipment. Railfan films and operating layouts featured. Dearborn Civic Center, 15801 Michigan Ave. at Greenfield from 10:00 a.m. to 4:00 p.m. Admission $1, family maximum $2.50. Contact: Frank E. Gendernalik, 15522 Middlebury Drive N., Dearborn, MI 48120; 313/271-7847 (evenings).

GREAT AMERICAN TRAIN SHOW with model trains, operating layouts and railroad antiques. Sellers and layouts wanted (cash payments for displaying a layout). Show will be held at the following dates and locations:

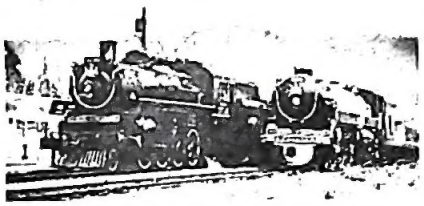
St. Louis, Missouri, November 6-7, Cervantes Convention Center, 801 Convention Plaza.

Detroit, Michigan, November 20-21, Michigan State Fairgrounds, Woodward and Baseline.

Kansas City, Kansas, December 4-5, Kansas City Convention Center, 301 W. 13th.

Cincinnati, Ohio, December 18-19, Cincinnati Convention Center, Elm and Sixth.

Schedule for all shows is 1:00 p.m. to 9:00 p.m. on Saturday and 11:00 a.m. to 5:00 p.m. on Sunday. Admission is $3.



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For full information contact: Great American Train Show, 239 James Street, Bensenville, IL 60106; Bob Bush, 312/832-5251.

TOLEDO, OHIO, November 6-7. Waterfront Electric Railway Fifth Annual Model Railroad Flea Market and Displays from noon to 5:00 p.m. on Saturday and 11:00 a.m. to 4:00 p.m. on Sunday, at Lucas County Recreation Center Fairgrounds, Key Street in Maumee. Tables $7 per day or $12 for both days. Admission $1, Family $2.50. Refreshments available. For info send SSAE to: Charles E. Pauken, 1405 Harvard Blvd., Toledo, OH 43614; 419/382-8254.

NEWTON, NEW JERSEY, November 6-7. Annual Sussex County Railroad Club Show at the Historical Society Building, 82 Main Street in Newton from 10:00 a.m. to 4:00 p.m. each day. New and used equipment for sale. Donations accepted. Contact: Robert A. Plotts, Box #2, Lafayette, NJ 07848; 201/383-6419.

PATERSON, NEW JERSEY, November 7. Third Annual North Jersey Train Show at St. Joseph's Community Center, Chamberlain Ave. and West Broadway, from 9:00 a.m. to 2:00 p.m. Tables $10. Admission: $3 at door, $2 pre-registered. Contact: L. Perna, 150 9th Ave., Hawthorne, NJ 07506; 201/427-9267.

ROCHESTER, NEW YORK, November 7. Toy Train Collectors Society Train Show, Sale & Swap Meet at Burgundy Basin Inn, 1361 Marsh Road, Bushnells Basin, N.Y., from 11:00 a.m. to 4:00 p.m. Adults $1, kids 50¢. Contact: Stan Slade, 50 Saddleback Road, Rochester, NY 14624; 716/247-1562.

MISSOULA, MONTANA, November 13. Missoula Model Railroad Club Train Show and Swap Meet from 10:00 a.m. to 4:00 p.m. at Big Sky High School, 3100 South Ave. W. Contests, prizes, movies and slides plus modular HO layout on display. Buy and sell anything railroad. Adults $2, kids under 12 free. Contact: Curtis Schwaderer, 1845 S. 10th W., Missoula, MT 59801; 406/728-8775.

INDIANAPOLIS, INDIANA, November 13. Second Annual "Crossroads of America" Show & Sale at the Holiday Inn Northwest, I-465 and I-74, from 9:00 a.m. to 3:00 p.m., with over 90 tables of railroadiana. Tables $10; admission $1. Contact: Larry Woodard, 5447 University, Indianapolis, IN 46219; 317/353-8545.

SCHENECTADY, NEW YORK, November 14. Mohawk & Hudson Chapter NRHS "Great Train Extravaganza" railroadiana and model train show at IUE Hall, Erie Blvd., from 10:00 a.m. to 4:00 p.m. For details send large SSAE to: "Great Train Extravaganza," Mohawk & Hudson Chapter NRHS, Box 523, Schenectady, NY 12301.

CINCINNATI, OHIO, November 20-21. NMRA MCR 15th Annual Model Railroad Exposition at Scarlett Oaks Vocational School at 3254 E. Kemper Rd. between Mosteller Rd. and Rte. 42 in Sharonville (easy access from I275). Saturday 10:00 a.m. to 9:00 p.m. and Sunday noon to 5:00 p.m. Clinics, layouts, how-to booths, movies and dealers. Adults $1, Family $3. Contact: Rick Lacetta, 11720 Elkwood Dr., Cincinnati, OH 45240; 513/851-0987.

OKLAHOMA CITY, OKLAHOMA, November 20-21. OKC Train & Miniatures Show at Lincoln Plaza Forum in the center of town. Exhibits from hobby manufacturers, prototype railroads, tourist lines and model clubs plus model contests, theater presentations and hobby demonstrations. Combined show of railroads and 1/12 scale miniatures—a fun time for the entire family. Adults $3, kids $1. Contact: Bob Chapman, 2221 Nail Parkway, Moore, OK 73160; 405/799-6947.

UNION, NEW JERSEY, November 21. Tri-State Chapter NRHS Eighth Annual Railroadiana & Model Train Flea Market (this is a new location; this show was previously announced at Paterson restored Rogers Loco Works). New location: Boys & Girls Club of Union, N.J., on Jeanette Ave. off Morris Ave. (two miles west of Garden State Parkway on Route 22). 10:00 a.m. to 4:00 p.m. Over 100 tables of rail collectibles, paper, hardware, photos and models. Adults $2, kids $1. Contact: Tri-State Ry. Historical Society, Box 2243, Clifton, NJ 07015 or call 201/857-2987.

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WESTMINSTER, MARYLAND, November 21. Ninth Annual Westminster Train Meet at Reese & Comm. Fire Station, Md. Rte. 140, from 10:00 a.m. to 3:00 p.m. $2.00 admission, women and children free. New, larger hall. For information and tables, send SSAE to: John A. Baker, 936 Hughes D Shop Road, Westminster, MD 21157; 301/848-1009.

NEW HAVEN, CONNECTICUT, November 28. New York, New Haven & Hartford Toy Train Meet at Annex YMA Hall, 554 Woodward Ave. (I-95 exit 50), 8:30 a.m. to 1:00 p.m. Preregistration $3 for men, $1 for women, children and seniors. Contact: Ludwig Spinelli, P.O. Box 5061, Bridgeport, CT 06610; 203/333-5186.

NIAGARA FALLS, NEW YORK, December 4-5. Toy Train Collectors Society Train Show, Sale & Swap Meet at Niagara Falls Convention Center on Fourth St., from 11:00 a.m. to 5:00 p.m. each day. Adults $1, kids 50¢. Contact: Terry Lemieux, 267 69th St., Niagara Falls, NY 14304; 716/283-0047.

WILLIAMSPORT, PENNSYLVANIA, December 12. Whistle Stop Train Meet from 9:00 a.m. to 4:00 p.m. at the Hepburnville Township Fire Hall, seven miles north of Williamsport on Rte. 973 East, one mile off Rte. 15 North. Adults $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beach St., So. Williamsport, PA 17701; 717/323-8883.

Railroadiana

What's new?

McMillan Publications, 3208 Halsey Drive, Woodridge, IL 60517, has been busy lately with three Bob Olmsted efforts. His new *Rock Island Recollections* is a 112-page hardbound look at the Rock Island from steam and early diesels right through the last "Rock" blue. It doesn't attempt total geographic RI coverage, but the areas covered are the heart of the system in Olmsted's usual interesting photography. The price is $21.95 postpaid. They have also reprinted the 32-page softcover 1967 classic on the Chicago Great Western, *Six Units to Sycamore,* which focuses on the famous multi-unit F sets on the Chicago end of the line plus a sampling of other power including the GP30s, SD40s and switchers. The printing job is even better than the 1967 original. The price is $5.95 postpaid. Briefly out of print but now available again is the favorite *Prairie Rails,* covering the Chicago & North Western's Fs, hoods and Alcos; price is $23.95 for this 172-page hardcover.

A truly impressive book is the new *The Railway Paintings of Don Breckon,* an 80-page 14"×11" hardcover published in the U.S. by *David & Charles,* North Pomfret, VT 05053. His breathtaking executions of images of British steam have to make Don Breckon one of the very finest artists in the rail field. His detailing is flawless, and his capturing of light and atmosphere is nothing short of stunning. This book, with excellent color and sepia-tone reproduction on very high quality stock, features 21 full color paintings plus numerous preliminary sketches and four finished sepia gouaches. Breckon puts his trains in complete surroundings animated with superbly-rendered people. Anyone who appreciates art should not miss this one. The price is $37.50.

For those of you interested in "Down East" lore, *Bittersweet* Magazine (a regional publication about Maine and its people) will be running a multi-part railroad series based around a 470-Club fall foliage train from Portland to Island Pond as viewed by the enginemen. A subscription is $9.50 per year from *Bittersweet,* P.O. Box 6R, Norway, ME 04268.

An address helps

We reported in the September issue of the new *Railpace Newsmagazine* being published by Tom Nemeth and company but failed to give their address: P.O. Box 927, Piscataway, NJ 08854. *Railpace* is a 40-page 8½"×11" magazine devoted primarily to news and features on Northeastern and New England railroading, short lines, main lines, tourist and commuter operations. There are lots of well-reproduced photos and maps. Published monthly, a 12-issue subscription

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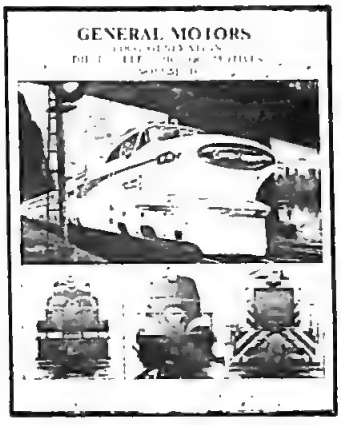

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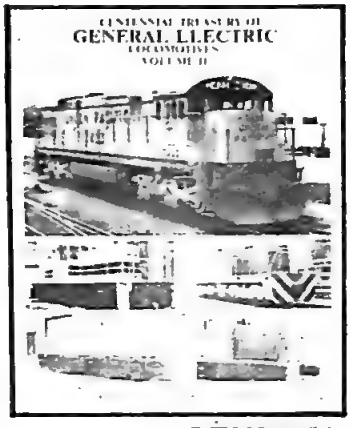

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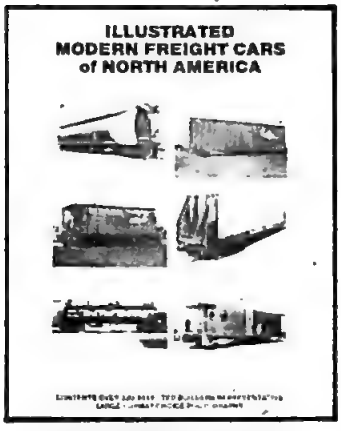

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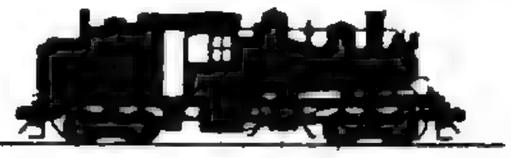

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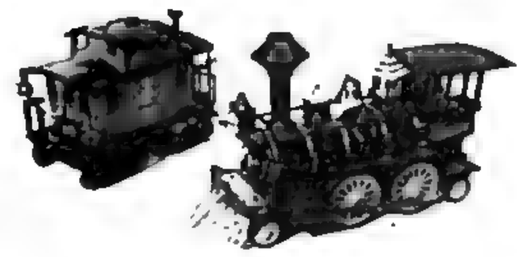
Calendar Call

Two impressive full-color calendars get things rolling this month. Charles Ditlefsen's fourth annual "Those Magnificent Trains" in the large 12"×24" folded-out wall format features beautifully reproduced color photos of McCloud River 2-6-2 No. 25 and SP SD45s in the snow, ACL's "Purple People Eater" E7-E6 set, Great Western 2-10-0 90 and BN GP38s in trestle/reflection shots, a Santa Fe PA, WP Fs on Altamont, the *City of Los Angeles* at Dale in 1954, triple-headed Sierra steamers, night shots of Santa Fe's Barstow yard and CB&Q's *Silver Charger* 9908, plus a Victor Hand classic of an EL passenger train at Pond Eddy in fall colors. The calendar itself is very nicely arranged with lots of space for daily appointment notes. The price is $6.95 plus $1.00 shipping from *Charles E. Ditlefsen,* 1001 'J' Bridgeway, Sausalito, CA 94965.

The Potomac Chapter NRHS "1983 Railroad Calendar" features excellent full-color photo reproduction on heavy stock in the 11"×17" folded-out wall format. The cover has *Daylight* 4449 in Oregon in 1981, followed by EL m.u. cars, a B&O 2-8-2, EL SDP/SD45s, W&OD 70-tonners, Cass' WM Shay 6, a South Branch Valley MRS-1 on a trestle, red GG1 4877 at night, D&RGW's *Yampa Valley Mail* with a PA, SCL E8, Chessie 4-8-4 614 at Quinnimont, an old scheme CPR RS18 in commuter service and an EBT Mike in snow. The price is $4.95 postpaid from *Potomac Chapter NRHS,* P.O. Box 235, Kensington, MD 20895 ($3.00 each in lots of 15 or more).

Black & white photos of NKP action highlight the 1983 calendar from the Nickel Plate Road Historical & Technical Society. With photo reproduction that ranges from fair to very good, this calendar features a rare shot of a PA and RS11 on a freight meeting a pair of PAs on a passenger train, W&LE Berks, an H5 Mike, a 4-6-0 on the Peoria line, a 1903 scene at South Lima, an 0-6-0, Berks 779 and 711, a W&LE 2-8-0, GP30s, another PA and GP9s. The price is $3.50 postpaid from *NKPH&TS Special Projects,* 701 Greenlawn Avenue, Ft. Wayne, IN 46808.

On the Beam



You've probably noticed the color ads that have been running in recent issues of R&R and other magazines for the "Beam Railroad" series of railroad-styled decanters of Jim Beam Bourbon Whisky. This program of collectible decanters has been the most popular such campaign since the idea of specialty bottles was introduced. To quote the folks at Jim Beam, "No other bottle or decanter series, to the best of our knowledge, has ever had such acceptance or continuity in all of

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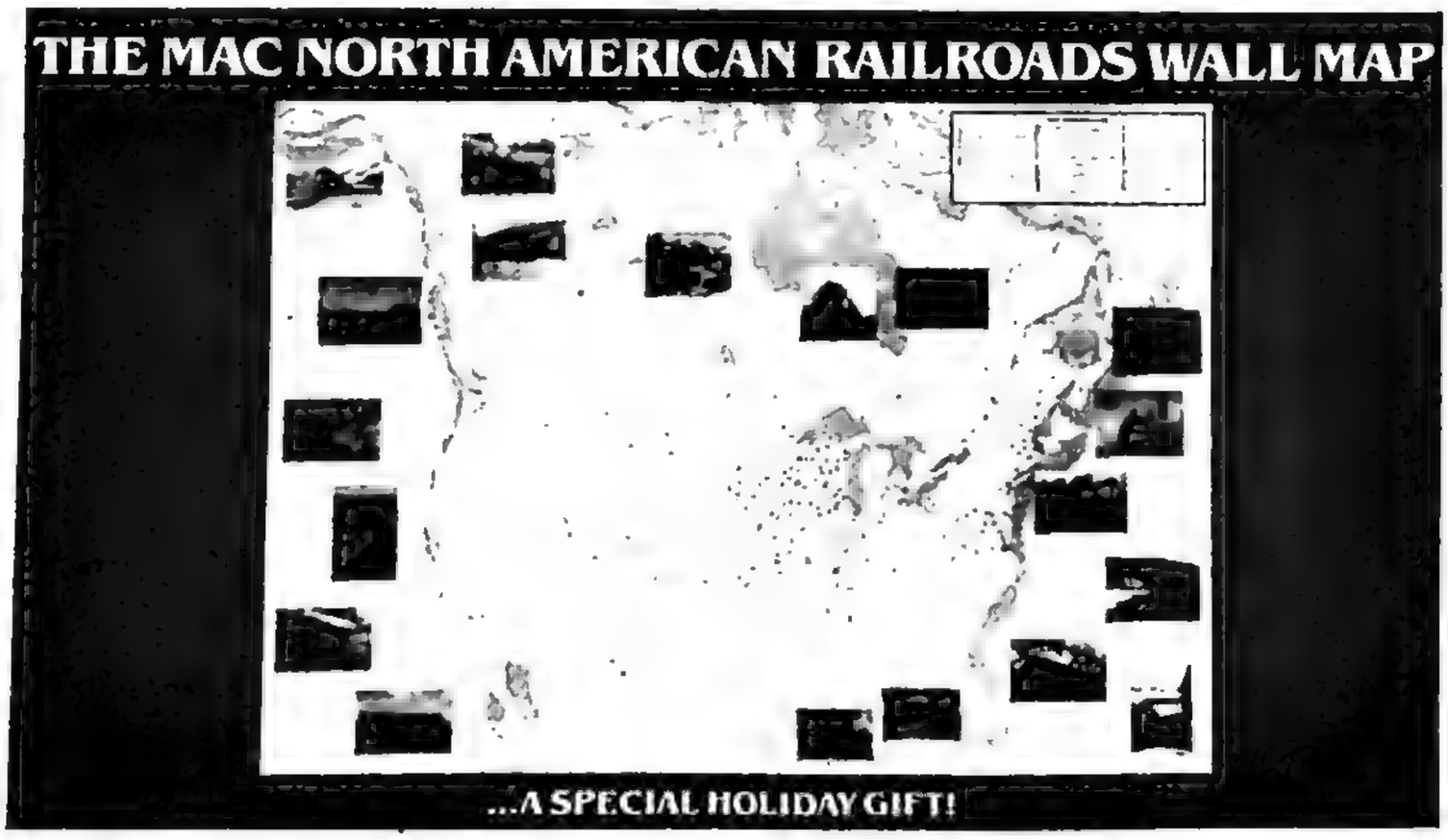

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the 27 years that bottle collecting has been recognized as a viable hobby."

The Jim Beam decanters available so far include a 2-4-2 CNJ Grant locomotive, a caboose, and open-platform baggage car, coach and dining car—all of which hold 750 ml. of whisky—plus a "dry" tender for the locomotive and sections of "Beam-gauge" track in 15-inch lengths. The decanters, eleven to 16 inches long, are all designed and produced in the U.S.A. by Regal China Porcelain—and, incidentally, all actually roll on the track.

The Grant locomotive is the most popular special decanter Beam has ever produced, and it is more historically authentic than a first impression might suggest. The prototype for the Beam locomotive was Central Railroad of New Jersey 197, one of five passenger 2-4-2s, 196-200, built by Grant in July and August of 1872 with 56-inch drivers. The late Warren B. Crater, noted CNJ authority of the Railroadians of America, certified for Beam, "This appears to be a reasonable reproduction, for specified purpose, of the Grant 2-4-2 locomotives built for the Central Railroad of New Jersey in 1872 and used in local passenger service from Jersey City to Elizabeth and to Newark."

Beam's line of Regal China gift decanters dates back to 1955 and has included such subjects as birds, animals, people, landmarks, antique telephones and a variety of other objects capable of being rendered into a container for whisky. It was the success of their classic automobiles in the mid-1970s that convinced the Beam model makers to consider a "train." But they quickly discovered "... that a locomotive's proportions are not those of an automobile, and the china

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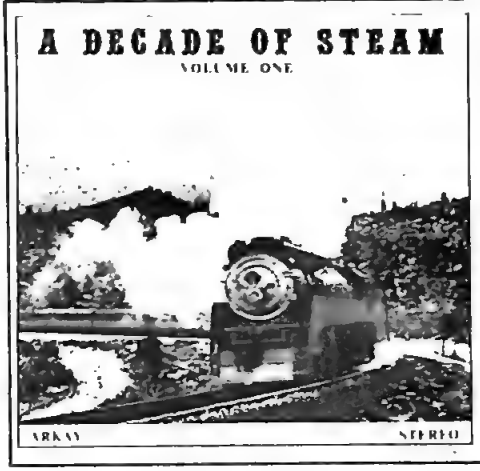

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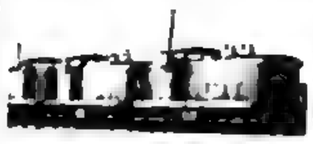

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core, which must hold 750 ml. of good old Jim Beam, becomes unwieldy when converted into the shape of a locomotive boiler and cab."

They made several research field trips to railroad museums, including Chicago's Science & Industry, the Smithsonian and Illinois Railway Museum at Union. In 1977 they found an old Grant catalog which contained drawings of the CNJ 2-4-2s and discovered that it had proportions that would be workable in porcelain. A year later it was completed and became an "overnight success." As Beam states, "Initial production quantities vanished almost at once, and reorder followed reorder, with many collectors demanding further cars, such as the tender, passenger and freight cars. Clearly, the audience wanted more, and Beam's creative staff went back to the drawing board, as the saying goes, to create new railroad items in the fulfillment of the many requests."

The full line of equipment is presently still available, and the individual pieces can be obtained in many areas from local liquor stores or by toll-free telephone at 800/528-6148 (since they contain no whisky, the tender and track are available only through: Railroad Offer, Box 3401, Merchandise Mart Station, Chicago, IL 60654). The prices may vary somewhat due to local situations, but the average prices are $60 for the locomotive, $70 each for the baggage car, coach and dining car, and $56 for the caboose. These can be purchased locally or using the 800 phone number with credit card, cash or money order. The tender at $20.95, and the track at $16.95 for four sections, are available only from the Railroad Offer address given above (inquire first for tax and shipping specifics).

As the Christmas season nears, don't forget that these would make excellent gifts for railfans, modelers or collectors.

Radio Review

Slim Scan 6-HL portable 6-channel two-band scanning monitor radio, manufactured by FanonCourier and distributed by Pro Custom Hobbies, 742 Frederick Road, Cantonsville, MD 21228 (301/788-8770).

A friend of mine had a pocket scanner a

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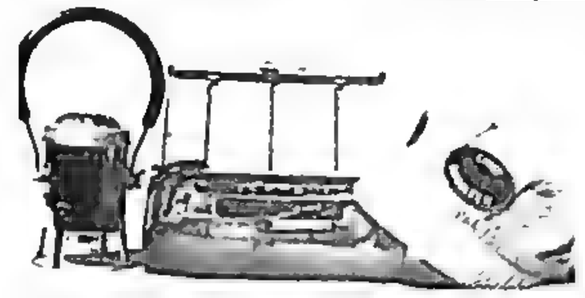

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few years ago, and the darned thing was next to useless—you could probably read the brakeman's lips before you could pick up his transmission, and the volume from the scanner when it did pick up was so faint that you had to keep it right up to your ear to hear it. I ignored pocket scanners from that day on.

My mistake.

Joe Luber of Pro Custom Hobbies introduced me to the "good" pocket scanners, and I am now a full-faith convert—so much so, that my big eight-channel automobile-mounted scanner has remained unused for almost a year. I now keep the Fanon six-channel pocket scanner clipped to the car's sun visor when on the road and clipped to my belt when traipsing around lineside. With its flexible "rubber duckie" antenna, this pocket scanner will gather 70% to 100% of the transmissions that I would have picked up off the big scanner with its car-top antenna—and its volume and clarity are sufficient that it can be readily heard from belt-level in all but the noisiest surroundings.

To check the range of the pocket scanner against my car-mounted one, I put in the 162.55 MHz weather crystal and compared the two on the constant New York weather station. The pocket scanner began to break up at about the same place where the big one began to lose the signal. I'd give the pocket scanner about a 95% rating in that test.

On a Fourth of July weekend chase following the Southern's 2716 from Greensboro, N.C., to Manassas, Va., we had the car rigged up with two other scanners, including a Bearcat 201 synthesizer (the back seat of the car looked like an electronic countermeasures console): I had the option of adapting the Fanon to the car-top antenna, and in a variety of situations during a rather hectic day of train chasing concluded that the pocket scanner with its own rubber duckie antenna would pull in about 70% of the best we could get with all the other combinations. With the added flexibility of being able to just grab the radio and take it trackside, the general concensus was that the pocket scanner alone would have given us all the information we needed about the train movements. (Something to consider about train chasing with a scanner is that sheer range is not necessarily an advantage, as you tend to want to focus your attention on relatively near on-train action, and the desired dispatcher's communication is generally of sufficient power or directed by local repeaters so that it can be heard almost anywhere near the train or area that you are covering—picking up a yappy switch crew 30 miles away on the same channel would only confuse things.)

The Fanon Slim Scan 6-HL is a true "pocket" scanner, as its size (6" long, 2¾" wide and 1" thick) makes it quite convenient to carry in a shirt pocket—having just popped it into my pocket as I type, I notice

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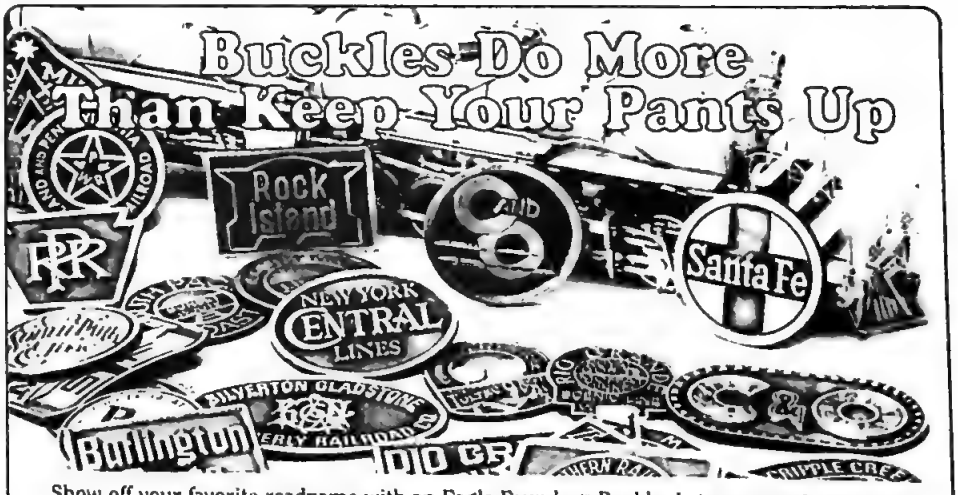

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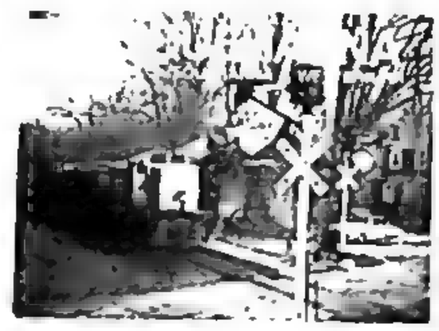

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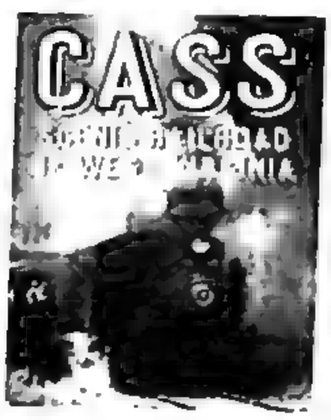

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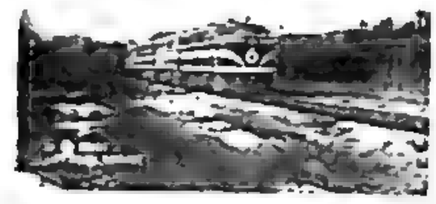

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that the channel lights and controls are conveniently just above the pocket, and the antenna, being on my left side, stays nicely out of the way and poses no threat of poking in an eye. Its weight of ten ounces is a little more than most folks would carry in a shirt pocket, but it's not enough to be an annoyance. The unit is powered by four AAA penlight batteries and accepts typical dry batteries or rechargable nickel-cadmiums. Incidentally, the scanner gives you a subtle warning when the batteries are running low by requiring increasing squelch adjustments.

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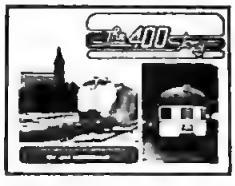
Book reviews



The 400 Story, by Jim Scribbins, published by PTJ Publishing, P.O. Box 397, Park Forest, IL 60466. 232 11"×8½" pages, hardbound. $35.00 ($2.50 insured shipping and handling).

Jim Scribbins' *The Hiawatha Story*, published by Kalmbach in 1970, remains a rail book classic, and this new *The 400 Story* is a worthy companion in both format, content and excellent quality. It covers not only the Chicago & North Western's original *The 400*

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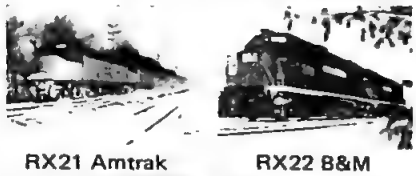

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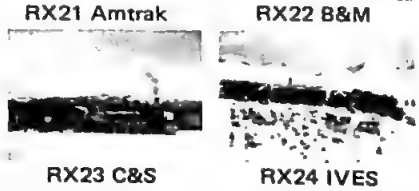

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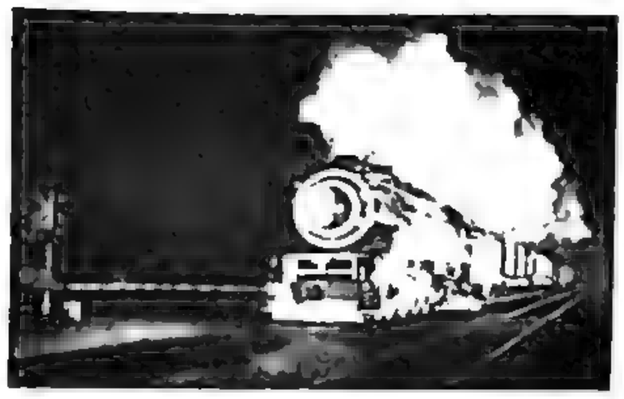

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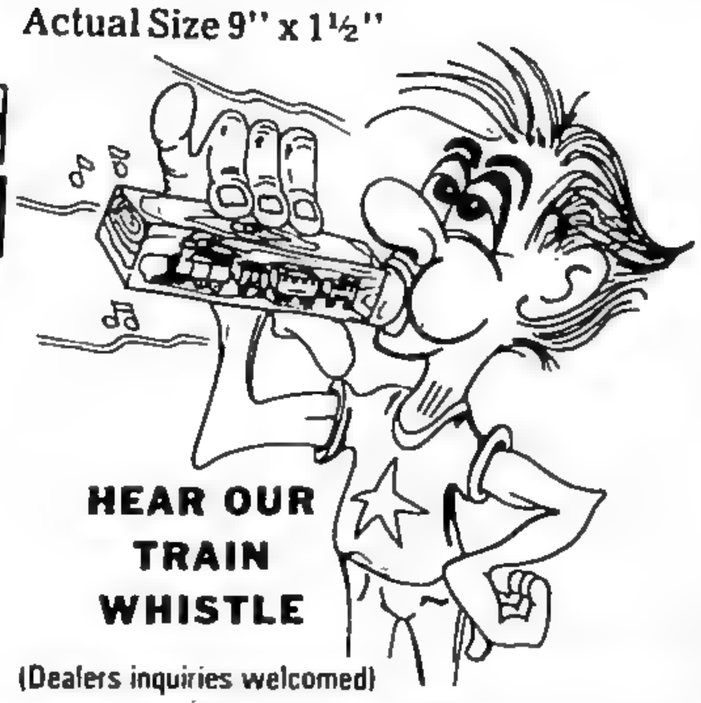
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of the late 1930s, but also its successors and companion trains that carried that "*400*" designation far from the 400-mile Chicago-Minneapolis main line that inspired the name.

The origins of *The 400* were in the desire of the C&NW to improve the timing of Chicago-Twin Cities trains with strong competition from the Milwaukee Road. In July 1934 the two competing roads began operating 90 minute schedules over their 85-mile Chicago to Milwaukee routes, with steam locomotives and standard heavyweight equipment. There was a hot rivalry for the very lucrative traffic on this route. Scribbins details the background for this intense competition and the ensuing drama.

This fascinating story is related in detail and is marvelously covered with many excellent photographs of the trains, locomotives and rolling stock, with special attention to the reconditioning of the specially-selected cars chosen for *The 400* and the modification of the E-2 class heavy Pacifics which were chosen to pull them.

At this point we must state that this is a volume with extensive photographic coverage in every area! There are over 400 photos, and every one has been well handled. The quality of reproduction, so very important to any book of this nature, is excellent!

In a chapter titled "Yellow and Green" the author details the decision of the C&NW to streamline the very successful *400*. The railway requested and obtained permission from the Federal District Court in Chicago (the C&NW was in bankruptcy), to purchase four diesel-electric locomotives and 20 streamlined cars at a total expenditure of $2,320,000, for delivery in 1939. Over the years the *400*'s would be powered by EMD E2, E3, E6, E7, E8 and F7 diesels, but included in the motive power used over the years were an Alco DL109 and two Fairbanks-Morse Erie-builts. Again, the author presents all the details with an impressive array of photographs, and in the chapter titled "Locomotives" we are treated to a complete roster of all the many types of locomotives which powered the *400*'s. The chapter on "Rolling Stock" documents, illustrates and rosters the wide variety of passenger cars used, from the reconditioned heavyweights in the beginning through to the bi-level cars of later years, including equipment disposition.

There are excellent maps included, detailing the routes of the subsidiary *400*'s, the *Minnesota, Flambeau, Peninsula* and *Kate Shelley,* each covered in a separate chapter. A brief chapter titled "A *400* Color Sampler" includes several well chosen color photos headed by a painting by artist Russ Porter.

This is a fine quality volume from an author who has a wonderful feel for his subject and a publisher dedicated to quality. We are impressed—JOE L. DIAZ.

Recording review

2716 Visits Appalachia, 60 minute stereo cassette tape recording by MenkelSounds, P. O. Box 195, Rutherford, NJ 07070. $9.50 postpaid First Class (N.J. res. add tax). Dolby or DBX available.

It's not very often that a magazine can offer full sound effects for one of its articles,

but thanks to the speed with which Dick and Doris Menkel edited and produced their latest high-quality cassette tape, you can enjoy the sounds of Southern's Berkshire 2716 running on the Appalachia Division last May 15-17 almost as fast as you can read Ron Flanary's article on that same weekend in this issue. As a matter of fact, it was Dick Menkel's rave review of that weekend over the phone that got our attention drawn to that run and we were able to pick up on Ron Flanary's mention that he had ridden that trip. I have to agree that the Appalachia Division run provided the 2716 with a fine opportunity to "show her stuff."

With a big train and very hilly railroad, the 2716 was called upon many times to fight uphill with the aid of her booster, and that's what made that weekend so unique (four days I spent with her on the Greensboro North End never saw the booster engaged even once). And the 2716 has a very audible booster, which when engaged sounds like a Shay doubleheading with a 2-8-4. The only other engine in recent memory that has such a loud and distinctive-sounding booster is SP *Daylight* 4449, which, like the 2716, is rarely put in a position to need to use it.

The MenkelSound tape begins with a couple of good start-ups and some 35-to-40-m.p.h. side-by-side running with plenty of opportunity to let that mellow ICRR 4-8-2 steamboat whistle soak in. Passing through Natural Tunnel, there's a natural megaphone effect on the deep whistle. Then it's booster time. The sound is that of a badly mismatched doubleheader as the speed picks up and the booster then cuts out, leaving us with a nice long, hard pull at about 15 m.p.h. As the grade eases slightly and the speed picks up at a trestle, the pacing vehicle ducks under the trestle and continues to tape from the other side of the track. The sound of the pace car is almost never heard, incidentally.

Side A continues to follow the engine with some slipping, a couple of shotgun blasts answered by the whistle (yes, shotgun blasts, not track torpedos) and an approach into town to the tune of a piano playing in a bar across from Cass Walker's store in Appalachia. Then on the first run to Norton, you get the booster in all its glory—I've heard bar bands with a less effective rhythm section! 1-2-3-4-2-2-3-4-3-2-3-4-4-2-3-4, the grade stiffens and the 2716, hurting for steam from a bad grade of coal, works right down to a stall. Side A ends with the start-up on the grade after "blowing her hot," and the combination of the booster at work and drivers slipping is just great. The sequence is cut a little short, though; Dick ran out of tape at that point as he was recording—it's Track 13, what would you expect?

Side B continues with the Appalachian odyssey and blends a nice combination of runbys with booster action and grade battles as the big Berk puts on a tremendous show. There's even one sequence where the engine fights almost to a stall and cuts in the booster while still moving—the resulting acceleration vividly demonstrates the added power of the booster! The tape wraps up with some fast runbys just to let you know that 2716's life is not all hard work and no play.

This tape is of excellent quality, with the original recording and master editing done with a high degree of professionalism. The 2716 makes a fine subject, and Menkel's tape does her justice. It is available in normal, Dolby or DBX versions at no extra charge—J.B.

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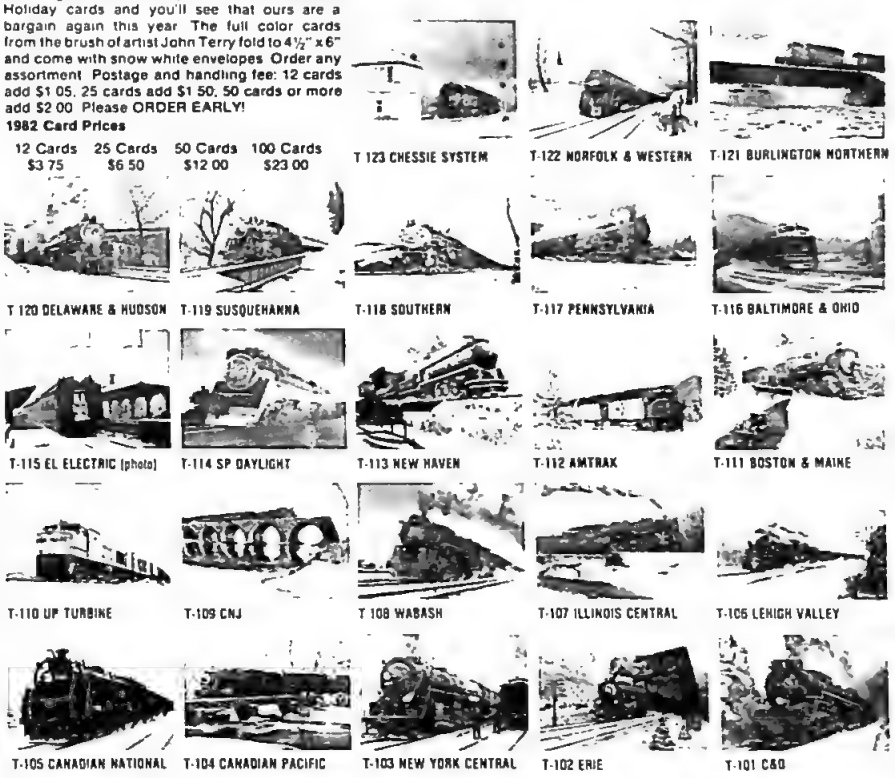
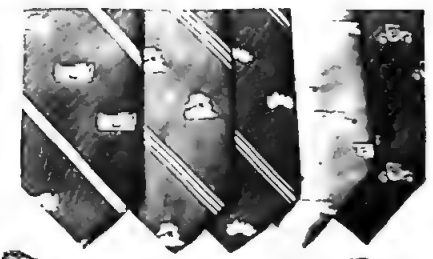


Neckwear

Five ties and two oblong scarves with woven transportation designs are available from John Terry Studio. The railroad "Caboose", our newest design is featured on our his and hers necktie or matching ladies scarf. The Civil War Locomotive "General" is also available as a tie or scarf. The "Caboose" is red and gold on navy, the "General" design is gold, red and silver on a rich brown field. The "Steam Pumper" fire truck tie is white and red on navy, the "Biplane" tie is silver and blue on red and the "Antique Car" tie is red and beige on green. Each necktie and each scarf is $10.00. Please add 50¢ postage and handling for each tie or scarf.



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Railnews

NICKEL PLATE 765 With a new "face" created by restoring her twin-sealed-beam headlight and Mars light and steaming beautifully on her new superheaters, Ft. Wayne's Nickel Plate 2-8-4 765 operated four very successful trips on former-W&LE trackage in June sponsored by Bellevue's Mad River & NKP Railroad Museum. On June 19-20, the Berk operated Bellevue to Orrville, Ohio, and return each day with the engine continuing on to Brewster for turning at the Orrville end. On Friday, June 25, she made a ferry move to Orrville for runs on the 26th and 27th from Orrville to Bellevue and back for the "Depot Days" festival in Orrville—the trips were heavily patronized by the area's Amish, who don't seem to find steam locomotives objectionably modern. The train ferried back to Bellevue on Sunday night, and the 765 is presently residing in the Bellevue roundhouse.

TIDEWATER ALCOS As predicted in "Tidewater 251s" in the July '82 R&R, the Norfolk & Western withdrew the four ex-NKP RSD12s from Norfolk and returned them to Roanoke. In a surprise move, however, the veteran Alcos were then given an overhaul and new paint (251 was not repainted) and returned to Norfolk in July where they are presently stored serviceable pending an increase in coal traffic. The C630s are working the yard.

PIONEER VALLEY RAILROAD Over the past 40 years the Pinsly Railroad Company of Boston has operated eight assorted short lines in seven states. Founded by entrepreneur Samuel Pinsly and now managed by his daughter Marjorie Silver, the Pinsly corporate family gained a new member on July 19, 1982, when the Pioneer Valley Railroad began operation in central Massachusetts.

The Pioneer Valley operates 21 miles of ex-New Haven trackage out of Westfield, comprised of a 10-mile branch to Holyoke and an 11-mile branch to Easthampton. The Pinsly Company purchased the branches from Conrail for $250,000 under the legislation that has led the big railroad to sell off much of its New England mileage. The PV's debut was delayed somewhat when a competing bidder (the Massachusetts Central) brought legal action challenging the sale, but in the end the Pinsly bid prevailed.

Of particular interest are the two veteran SWIs that made up the PVs opening day roster. Built for the B&M in November 1939 as B&M 1109 and 1110, and most recently employed by the Montpelier & Barre, Pioneer Valley 27 and 28 are the oldest diesels in regular service in New England. Also on the way is an RS3, ex-StJ&LC 203, for use on the steep hills of the Holyoke branch. The Pioneer Valley operates Monday through Friday out of Westfield, with offices in the old NH yard office. Initial schedules called for one crew running to Holyoke daily and a second crew covering Westfield local work and running to Easthampton triweekly—TOM NELLIGAN.

CHALLENGER 3985 At 8:00 a.m. on June 16, Union Pacific 4-6-6-4 3985 highballed out of Cheyenne, Wyoming, bound for Pocatello, Idaho, and Salt Lake City, Utah. This was the Challenger's first long-distance solo ramble since its days in regular service, and from a mechanical standpoint, she performed admirably.

The size of the entourage of fan/photographers following the train varied greatly, though it was only a small fraction of the huge crowd which accompanied the 8444-3985 doubleheader in 1981 to Sacramento.

The engine laid over in Green River, Wyo., the first night and stormed on to Pocatello the following day. The engine spent a three-day layover at Pocatello for participation in the kick-off of Pocatello's centennial celebration and UP employee "Family Days," which took place concurrently over the weekend. Included on the list of attractions was a special 3985-powered "dignitary train" on Sunday, June 19, with two UP dome cars, and free train rides on a fine nine-car UP push-pull consist (with two GP40Xs) for employees and the general public. Union Pacific President John Kenefick and Idaho Governor John Evans both attended.

Monday morning, June 21, 3895 departed southward for Salt Lake City, from which point she was slated to run two fantrips to Provo for the Promontory Chapter NRHS the following weekend, one each day. The 3985 made quite a sight as the long engine twisted through the Bear River Canyon near Cutler Dam at just 12 m.p.h., one of the scenic highlights of the two-week operation of the engine.

This operation of the 3985 was marred only by a serious fire-setting problem which became apparent as the train moved through the drier regions of southeastern Idaho. Wyoming grassland largely escaped a scorching due to a soaking all-day rain the day prior to the Cheyenne departure. But this fire problem reached serious proportions in the parched Utah grasslands, with several blazes requiring fire company assistance to extinguish.

With the exception of the brush fires, the Provo excursions were successful. The train consisted of the nine UP coaches used on the Pocatello push-pull, plus one dome car, all brought down from Pocatello behind GP40X diesel units following just minutes behind the steamer; fans lamented that the 3985 was not permitted to haul the excursion train consist from Pocatello herself!

The engine headed home from Salt Lake on the 28th, reaching Cheyenne the next day, with no mechanical trouble of consequence except for reportedly striking some beef-on-the-hoof, which knocked out air line pressure, requiring some hasty repairs.

The UP is certain to consider carefully when and where future operation of this engine will be permitted. An extensive overhaul of the 8444 has recently been completed at Cheyenne, and it can be expected that she will continue to handle the bulk of UP's special steam moves. However, the 3985 was operated from Cheyenne to Laramie, Wyo., for UP "Family Days" in Laramie the weekend of July 10-11, so the future of 3985's operations remains hopeful if undefined—GREG NAZAROW.

BAY COLONY RAILROAD Another new short line spun off from Conrail is the Bay Colony Railroad, which in a complicated deal arranged by the state of Massachusetts became the operator of 118 miles of unwanted CR trackage in the eastern part of that state. Bay Colony then further sublet some isolated segments to other operators and went into business on June 15, 1982, as a 95-mile, two-division short line. The Bay Colony R.R. now handles freight on all of the former-NH trackage on Cape Cod east of Middleboro, Mass., (which includes the famous Buzzards Bay drawbridge) to Hyannis and Falmouth, (58 miles) as well as the neighboring but disconnected 26-mile South Braintree-Plymouth line.

Bay Colony started up with ex-Portland Terminal Alco S2 1052 and S4 1058, with two more S4s due following rehabilitation at PT's Rigby shop. One unit is based at South Braintree to work the Plymouth branch on Tuesdays and Fridays, and the other at Hyannis to handle Cape Cod freight on Mondays and Thursdays.

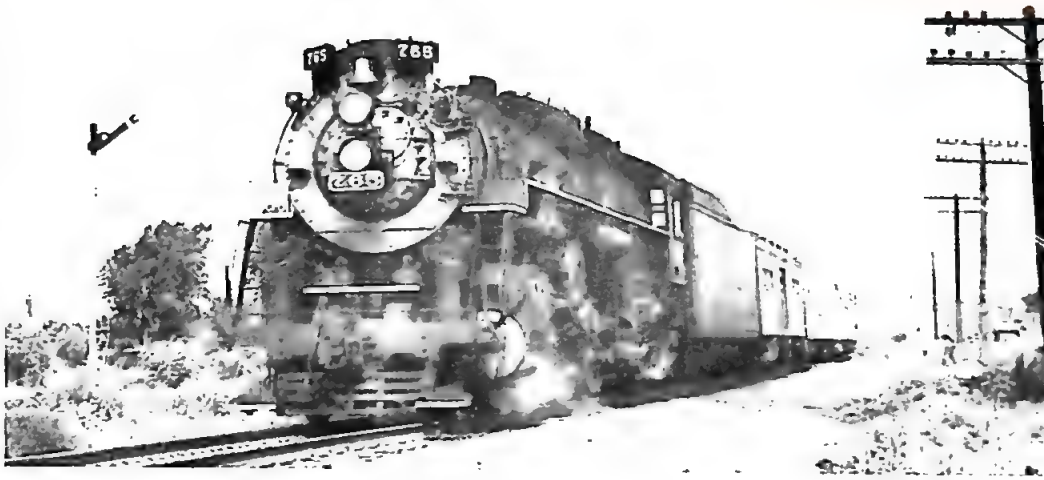
Also keeping the Bay Colony's Cape Cod rails polished this summer is the Cape Cod & Hyannis Railroad, a tourist operation that entered its second season with an expanded schedule. Utilizing Bay Colony tracks—and often a BCRR diesel as well—the CC&H runs three trips a day from Hyannis to Buzzards Bay, five days a week. On Mondays and Thursdays, when the CC&H excursion train has to make way for the BCRR freight, the CC&H runs a single longer trip from Hyannis to Falmouth. The Cape Cod & Hyannis rosters an ex-B&M Alco S3, the ex-Narragansett Pier 65-ton Vulcan centercab, five second-hand commuter coaches, and ex-PRR parlor/buffet *Nobska*, from the defunct Adirondack R.R.—TOM NELLIGAN.

CN ELECTRICS SAVED After several years of uncertainty, the future of Canada's only electrified passenger service became secure on July 1, 1982, when the Montreal Urban Community Transit Commission took over the financing and management of Canadian National's 18-mile Montreal-Deux Montagnes commuter line. Aside from peace of mind, the immediate benefits of the MUCTC takeover for CN commuters will be a 50% fare cut and an increase in the number of weekday trains from 18 to 28 each way.

Back in 1975, CN had announced its intention to get out of its costly commuter business unless a subsidy was forthcoming, and between 1975 and 1979 the electric line was hit with a series of fare increases and service cuts. CN had intended to terminate the service altogether in 1980, but a temporary Quebec subsidy postponed the deadline while negotiations with the MUCTC proceeded. The pro-rail lobbying group, Transport 2000, was instrumental in organizing commuters to work for the agreement that was finally signed in June.

Within the next few years the Deux Montagnes line is likely to receive new equipment. Meanwhile, it will be the home of North

NICKEL PLATE 765 eases out of Bellevue, Ohio, on June 20, 1982, on former-W&LE iron bound for Orrville and Brewster with the second of four excursions run for the Mad River & NKP Railroad Museum in Bellevue (the following weekend the 2-8-4 reversed its destinations, running Orrville to Bellevue and return. The 765 was operating for the first time since her 1979 restoration with her twin-sealed-beam headlight and Mars, giving her a new but equally authentic "face."



HOWARD AMELING

BAY COLONY RAILROAD recently took over former NH/Conrail lines on Cape Cod to provide freight service. A tenant on a portion of the Bay Colony is the Cape Cod & Hyannis tourist operation. Although the CC&H has its own Alco S3 and 65-ton Vulcan diesels, it often uses a Bay Colony unit, such as ex-Portland Terminal S4 1058, shown (below) near Bourne, Mass., on the Fourth of July.

TOM NELLIGAN

KERMIT GEARY JR

TIDEWATER ALCOS 250, 251, 252 and 258 left Norfolk for overhaul at Roanoke and returned in fresh N&W black in July (251 not repainted). The ex-NKP RSD12s are stored at Norfolk awaiting increased traffic.

CHALLENGER 3985 made her first public passenger runs between Salt Lake City and Provo, Utah, on June 26-27. She's here northbound at Point of the Mountain on Saturday. We'll have extensive coverage of 3985's overhaul and operations in the January '83 issues of R&R.

NEAL PAYTON

Railnews

America's oldest revenue-service locomotives, the six GE boxcabs built in 1914-17, their younger English Electric cousins built in 1924-26, and CN's relatively modern (1950s) GE steeplecabs and CC&F m.u. cars (see "Montreal's endangered electrics," November 1980 R&R). With the current service increases it will be easier to ride and photograph these vintage machines—TOM NELLIGAN.

NATIONAL RAILWAYS OF MEXICO Alco-built 2-8-0 1150 has been restored by NdeM and operated recently on numerous excursions out of Mexico City. Normally kept at the Valle de Mexico Shops, the 2-8-0 has been running about one trip a month for the local railfan organization. By September 1982 the NdeM should have a "Niagara" 4-8-4 available for excursion service, with a *second* 4-8-4 being readied for 1983! For information, you can contact Francesco Lagunes, Club Amegos del Ferrocarrel, P.O. Box 7-1372, Mexico 7, DS.

AUTO-TRAIN DOMES An unlikely home for 13 pieces of former-Auto-Train equipment is the New York, Susquehanna & Western, but that is precisely the case. Delaware Otsego, the NYS&W's new owner, purchased seven ex-AT&SF full-length domes (coach lounges 520, 522 and 524; coaches 510, 511 and 515; nightclub lounge 541), ex-UP short domes 705 and 902, sleeper 630, diner 954, buffet 570 and steam generator car 1137 from the A-T bankruptcy auction. The cars arrived in New Jersey in May, and efforts—both paid and volunteer—commenced immediately to restore the cars to serviceable condition.

The cars made their public debut on June 27 on the "Susquehanna Transfer" excursion run by Recycling Railroads from Little Ferry to Butler and back using five full-length domes, one short dome and three open-window cars (a fire of suspicious origin less than a week before the trip seriously damaged dome 511 and smoke damaged the 520, rendering the planned all-dome consist impossible). GP18 1804 and RS1 240 did the honors for motive power.

The equipment then moved to Delaware Ostego's newly acquired ex-Conrail/DL&W Binghamton-Utica/Syracuse trackage, now operated as the NYS&W Northern Division, for a series of eight trips between Utica and Sangerfield (22 miles) in July for the Utica & Mohawk Valley Chapter NRHS. Powered by the two recently-acquired NYS&W C420s (low-nose 2000, ex-L&N in yellow and black; and high nose 2002, ex-LIRR still in Virginia & Maryland maroon—see page 2), the trips loaded interurban-style in the middle of Schuyler Street in Utica.

C430S TO NEW JERSEY U.S. Leasing has just sold three of its ex-NYC/Conrail Alco C430s to New Jersey short lines. Delaware Otsego's NYS&W acquired the 2050 and 2052 (to become NYS&W 3000 and 3002), while the Morristown & Erie bought the 2054 as its 16. The big four-motor Alcos—hi-ad trucks and all—were overhauled around 1979 and are reportedly in very good condition. The NYS&W will probably assign its units to its new Binghamton-Syracuse/Utica lines, while the M&E is acquiring the unit in anticipation of its proposed takeover of freight business on N.J. Transit's former-DL&W electrified lines now served by Conrail. The C430s were shipped from Youngstown, Ohio, in mid-August—WALTER A. APPEL.

CABLESS B30-7A'S 4000-4052 began arriving on the Burlington Northern in late June. Assigned to Lincoln, Nebraska, the new units are expected to save the BN about $15,000 in cab-maintenance costs. Contrary to what we reported in this column in the May '82 issue, the "A" in the designation does not indicate the cabless mode but rather identifies the unit as having a 12-cylinder engine instead of the 16-cylinder version on the "conventional" B30-7. Substantial fuel saving is gained by wringing more power out of fewer cylinders. These are the first "factory built" boosters since the UP's GP30Bs of 1963 and DD35s of 1964.

ACE 3000 UPDATE As of mid-summer 1982, the second generation steam locomotive project of American Coal Enterprises is still very much alive, although there's been very little public comment. Burlington Northern Chairman Richard Bressler, while making no specific commitments, has been publicly hinting that his company was heavily involved in the ACE 3000 project. As the prospective partners in the project (BN, Chessie, Babcock & Wilcox and ACE) have been exploring manufacturing plant sites, spurts of publicity have been making the local papers in the areas involved—such as recently in Akron, Ohio. One matter seems to have been concluded, however: the two prototype locomotives will be of the ACE 3000-8 configuration with the four-cylinder/eight-driver running gear under both the locomotive and "tender" units. This alone has upped the initial cost estimate from $30 million to $50 million. The only official comment from ACE is that negotiations are at a "touchy" stage.

NEW HAVEN FL9'S? Members of the New Haven R.R. Historical & Technical Association recently made a proposal to New York MTA to finance having one of its FL9s repainted into its old New Haven red/white/black colors, in a manner similar to the restorations of GG1s 4935 and 4877. The MTA was receptive to the idea, and, as luck would have it, a Connecticut DOT bid to have four FL9s remanufactured for Danbury service came up at the same MTA board meeting. With some members arguing such things as "different paint jobs on different engines would be confusing to the riding public," the upshot of it all was that it was agreed in writing that *all four* of the ConnDOT rebuilds would get the NH treatment! The NHRH&TA had already done their homework with EMD and Dupont and was able to supply the MTA/ConnDOT people with original NH painting & lettering diagrams and the correct paint specs for the new polyurethane paints. The only possible hitch now is the ConnDOT consultants, but for now things look promising. Incidentally, since the rebuilt units will have to be repainted anyhow, the NH colors can be applied at little or no extra cost with repainting as part of the contract.

PROVIDENCE & WORCESTER Labor problems and route expansion put the Providence & Worcester R.R. into the news this spring. On April 24, 1982, following a long contract dispute, the railroad was hit by a strike by the International Brotherhood of Teamsters, which represents many but not all P&W operating employees. Management decided to continue operations using supervisors and employees belonging to the UTU, which was not on strike. Management also indicated that striking employees would be fired. Numerous threats and several incidents of violence resulted, and when pipe bombs were found attached to a trestle the FBI was called in. As the strike went into its second month with no end in sight P&W trains were running under heavy police guard. Needless to say it was not a good time for railfans to attempt to visit the property.

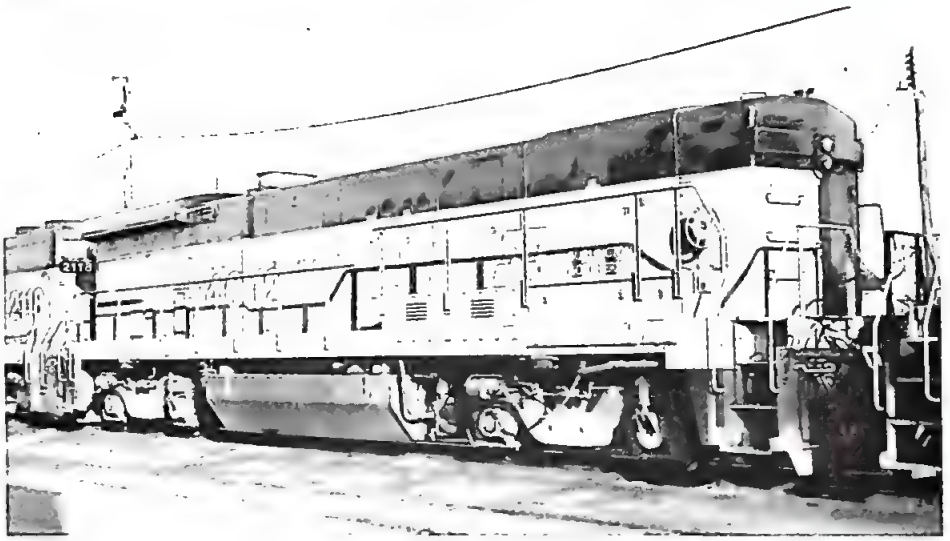
In the middle of all this, on May 1, the P&W expanded its 215-mile railroad by 104 miles when it took over all of Conrail's remaining trackage in Rhode Island as well as freight trackage rights on Amtrak's Northeast Corridor as far west as Old Saybrook, Connecticut. P&W took over Conrail's Northup Avenue Yard in Providence and made it a new base of operations. To provide motive power for the expanded system P&W purchased Conrail GP9s 7189 and 7205 and leased two Bangor & Aroostook GP38s pending delivery of another new GP38-2 of its own, 2009, which arrived in July. P&W operations on the Corridor will involve a local freight operating out of Providence south to Kingston or Westerly as required—there is presently very little freight business in southern Rhode Island—and another local out of Plainfield, Conn., that will run to New London and then east or west on the Corridor line as traffic requires.

As the summer advances, the Teamsters strike continues but things seem to be cooling down. It appears that an FEC-like situation may be developing, so the P&W may be a touchy place to railfan for a while—TOM NELLIGAN.

COLUMBUS & GREENVILLE In 1881, General John Brown Gordon, Georgia's most famous Civil War soldier, headed the formation of the Georgia Pacific Railway, a grand scheme to build a southern transcontinental from Atlanta to Texarkana and on to the Pacific. After buying a Mississippi short line called the Greenville, Columbus & Birmingham, the Georgia Pacific reached the Mississippi River at Greenville in 1889 and stopped, there, forever. A hundred years later, most of the old GP survives, as the Southern from Atlanta to Columbus, Miss., and as the 168-mile Columbus & Greenville from there to the river.

Since the 1920s, employees of the C&G have celebrated the Fourth of July with a barbecue, and to celebrate its 101st year, the railroad decided to do something special. On July 3-4, excursion trains were

BILL BRYANT



CABLESS B30-7A'S 4000-4052 began arriving on Burlington Northern in late June. These GE units develop 3000 h.p. from a 12-cylinder engine instead of the 16-cylinder version in the "conventional" B30-7, resulting in a more fuel-efficient unit (the "A" designates the 12-cylinder engine, not the cabless configuration). The 4012 was on Frisco Division train 537 from Tulsa at Oklahoma City in early July. The BN has also been rebuilding quite a variety of other units—usually wreck repair jobs—into cabless units, as well.

operated from Columbus to the Tombigbee River at Waverly, about eight miles away. The destination was significant, since the Tombigbee bridge will be abandoned in 1983 as part of the Tennessee-Tombigbee project relocation which will have the C&G using the nearby ICG bridge.

The six passenger trains carried over 1200 persons, standing room only, and were the first public passenger excursions on the C&G since an industrial special in 1957 (regular passenger service ceased in 1948). The July 3-4 trips used two Crab Orchard & Egyptian ex-IC electric trailer coaches, borrowed from the Amory Railroad Festival, powered push-pull style by C&G GP7s and the line's last Baldwin, DRS6-4-1500 601 (C&G's first diesel, Baldwin's first 1500-h.p. road switcher, and the last of its type operational).

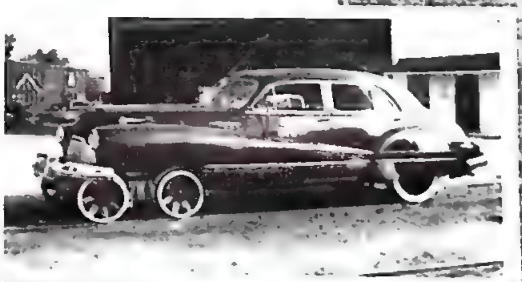
Other attractions of the day were an open house in the newly-renovated 1908 roundhouse and shop building, and the display of 1927 Ford inspection car No. 1 and 1948 Buick inspection car No. 2.

On the night of July 3, some 1100 employees, friends and invited guests gathered at Columbus' Propst Park (where C&G's 4-6-0 178 and four cars are displayed) for a combined barbecue and catfish-fry. Welcoming speeches were given by C&G President Sam Wilhite and Mississippi Senator John Stennis. The day ended with a fireworks display to which the entire community was invited.

The C&G's Centennial Year celebrations began last February 13 with a luncheon in Greenwood keynoted by Amtrak's Alan Boyd and an inspection train using the newly refurbished office car *King Cotton*. It will conclude late this year with a celebration in Greenville marking the completion of rehabilitation of the main line. The railroad also sponsored the publication of its official history in the hardcover book *Delta Route* as a Centennial project. But the highlight of the short line's birthday party will likely be remembered as two days of train rides, old timers' stories, music, food, political speeches and fireworks—a rather classic Fourth of July—LOUIS SAILLARD.

LARRY W. RICHARDS

COLUMBUS & GREENVILLE has been celebrating its Centennial year in style. On February 13 it held a luncheon at Greenwood and arranged a display of equipment (above) including GP7 621, Baldwin 601 and SW1 525; the Geep and office car *King Cotton* then ran tour for invited guests. On the Fourth of July weekend, though, the public was invited to ride two CO&E ex-IC trailer coaches on six push-pull trains out of Columbus (right) powered by Geeps and the 601. Also displayed were 1927 Ford Sedan (below left) and 1948 Buick (below right) inspection cars.



THREE PHOTOS LOUIS SAILLARD

New rail transit in America

For those interested in urban rail transportation, the most important study of recent years is *Urban Rail in America: An Exploration of Criteria for Fixed-Guideway Transit* by Boris Pushkarev and Jeffrey Zupan. (The report is available through the National Technical Information Service, Springfield, VA 22161. It is Report No. UMTA-NY-06-0061-80-1 and Government Accession No. PB 82-106907.) In a nutshell, the study takes the position that, under certain conditions and in certain cities, urban rail transit may be cost effective, offer many advantages and provide a high quality of service. A national program is outlined in the study that, if followed, would see a 50% expansion of U.S. rapid transit systems and an expansion of 150% of light rapid transit systems. The price tag for this expansion would be $22 billion in 1980 dollars. Despite the high cost, the study contends that such an expenditure can be covered by "hard" cost savings in land, energy, labor and passenger travel time.

Urban Rail in America is an intensive and rigorous economic analysis of rapid rail, light rail, and automated downtown people movers. The study had several aims. One was to investigate the range of passenger travel volume that would justify various types of rail or fixed-guideway investment. It also sought to indicate the location of urban corridors having the necessary travel volume for rail service of the various types studied and to assess roughly the national market for rail or fixed-guideway facilities. The study also provides aid in focusing local alternatives analyses and planning on the most promising location for new rail lines, as well as some extension of existing urban rail lines. The study does not touch in any great depth on commuter rail service, but the discussion, description and analysis of rail transit is exhaustive and persuasive.

Six major factors were reviewed and scaled to the magnitude of the prospective investment: (1) space for passengers, (2) service frequency, (3) labor savings compared to bus operations, (4) energy savings compared to other modes, (5) land savings and (6) construction speed.

The study investigated the minimum or threshold level of passenger volume for each of the rail modes. For rapid transit above ground, the investment is justified if there are about 15,000 weekday passenger-miles per line-mile. In other words, a ten-mile line would be justified if it moved 150,000 passengers per weekday. With that level of patronage, land will be saved, labor will be saved compared to local bus transit service and there will be modest energy savings. If one-third of the rapid transit line was built in a subway tunnel, there would be a major increase in costs so that 24,000 weekday passenger-miles per line-mile are needed to justify such an investment. If the entire rapid transit line is in tunnel, the minimum volume rises to 29,000 weekday passenger-miles per mile of subway. With a line fully in tunnel, rapid transit offers significant labor savings over buses operating at the same speed.

Moving on to light rapid transit, a low-capital-cost light rail line with limited grade crossings requires a minimum of 4,000 passenger-miles per line-mile, or 40,000 daily passengers for a ten-mile line. Such a bare-bones light rail line would produce only minor labor savings compared to local bus service, no energy savings, and peak-period land use would be about the same as that of an arterial street. About 7,000 weekday passenger-miles per line-mile are needed to justify a more sophisticated light rail line with considerable grade separation. With such a system, there are labor savings over local bus, more efficient land use and some energy savings.

If the light rail line has one-fifth of its length in a subway, a volume of 13,500 weekday passenger-miles per mile of line is required to justify the investment. This insures that peak-period use of land is more efficient than a freeway lane, and there would be very real savings in labor and energy.

A low-capital-cost people mover with a single beam type of construction and a cost of about $6 million per mile requires 5,000 weekday passenger-miles per mile of line; a people mover using the current type of heavy guideway and rubber-tired technology needs about 12,000 to 20,000 weekday passenger-miles per mile of line to justify itself.

The study finds that the U.S. has been a laggard in the construction of both grade-separated light rail and traditional rapid transit. It is pointed out that New York's rapid transit system is the only one of the world's 55 systems to shrink between 1960 and 1980. Other industrial nations have moved rather far ahead of the U.S., but the momentum of construction in the U.S. has been on the upswing. Despite the lags in new construction, patronage on rapid transit in the U.S. is excellent in comparison with other nations. In terms of passenger-miles traveled and traffic density, the U.S. exceeds the average of European rapid transit systems. Rapid transit in Asia, the Soviet Union and Latin America exceed both U.S. and European traffic density.

Which U.S. cities are candidates for rapid transit? *Urban Rail in America* takes the position that, based on its analysis, only Los Angeles, Seattle, Honolulu and Houston are really seriously in the running. The Dallas-Fort Worth area is a close runner-up.

There are many more candidates for light rail transit, including Seattle, Honolulu and Houston. These three cities could justifiably support the construction of a very high standard of light rapid transit with up to 20% of the mileage in subway. Moreover, the lines could be justifiably extended at least nine miles out from the downtown business district. St. Louis, Milwaukee and Dallas-Fort Worth would also be serious contenders for light rail transit built to high standards.

There are a number of cities that could justify the construction of light rail transit with much grade separation but no subway. Minneapolis, Indianapolis, Cincinnati, Louisville and probably Denver fall into this category. All of these cities have traffic volumes similar to San Diego, Portland, Oregon and Buffalo, which have already completed or are in the process of building light rail lines. Light rapid transit built to minimum standards would be justified in Kansas City and Columbus. San Jose, Sacramento and Rochester also appear to be close contenders for the minimum standard of light rail transit. The study does not reveal that Phoenix, Dayton, San Antonio, Providence or Tampa-St. Petersburg can justify light rail transit.

The current designs of rubber-tired, large-guideway downtown people movers can be justified only in the largest downtowns which possess at least 40-70 million square feet of office space.

Starter lines totaling about 50 miles of rapid transit would be a beginning for Los Angeles, Seattle, Honolulu and Houston; about 90 miles of light rapid transit would be a good start for the cities where that mode is justified. Moving from the starter lines to full networks in the four rapid transit cities would require 180 miles of line in 14 corridors. The ten best candidate cities for light rail would require about 250 miles of additional lines to reach a full network that would conform to the critieria of the study. The biggest single project would be 70 miles of rapid transit that can be justified for Los Angeles.

New trolleys for Pittsburgh

The Siemens Corporation of West Germany will build the first new streetcars Pittsburgh has seen in more than 32 years. It appears that Siemens was the lowest of four bidders as the Port Authority Transit opened the bids on May 7, 1982.

The Port Authority had received proposals for building between 50 and 60 light rail transit cars for the transit system between South Hills Village and downtown. About 45 of the PCC cars that arrived in Pittsburgh between 1947 and 1949 are being rehabilitated. The first two cars from Siemens will be assembled in West Germany. The remainder of the cars are expected to be assembled in a plant in Allegheny County.

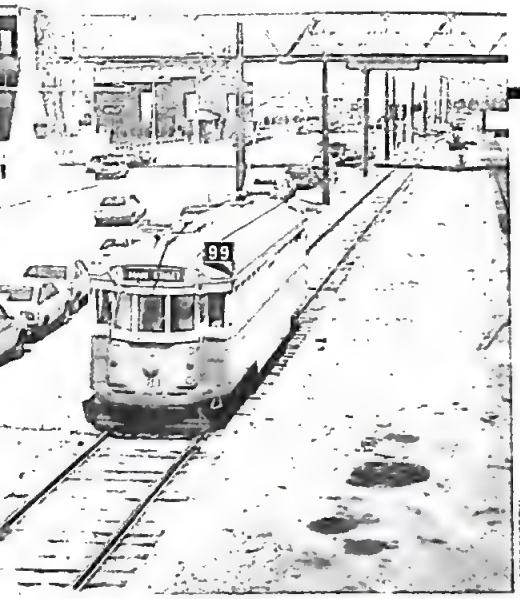
The Siemens cars will be 85 feet long, articulated and capable of being m.u.-ed to form trains. Wider track clearances will have to be provided at curves because the new cars are wider than the present PCCs. The new cars will seat 65 and have a comfortable rush hour capacity of about 200. They will also be air conditioned and illuminated with fluorescent lights. The cars will be built of high-strength, low-alloy steel with step wells constructed of stainless steel. There will be three high-level doors on each side to permit easy loading at station platforms, and one low-level door at each end of the new cars to serve street-level stops. Each car will be equipped with a gong and horn and two-way radios.

Siemens has supplied new cars recently for San Diego, Calgary and Edmonton.

The O'Hare Connection

By the end of 1982, persons flying into Chicago's O'Hare International Airport will be able to ride rapid transit into the Loop. The present Northwest rapid transit service from the Dearborn Street subway in the Loop to Jefferson Park will be extended 7.9 miles to O'Hare. This will provide a 17.5-mile line

BY GEORGE M. SMERK



SEATTLE WATERFRONT TROLLEY opened its 1.6-mile line on May 29, 1982, using 1927-built trams from Melbourne, Australia. Car 518 was photographed in service on June 10, 1982.

from Monroe and Dearborn Streets in the Loop to O'Hare. Those who have ventured onto the outer portion of the Kennedy Expressway lately have seen the construction under way. The new line has been constructed in the median of the Kennedy Expressway from Foster Avenue to the Northwest Tollway; at this point the rapid transit extension will cross under the inbound roadway of the Tollway and then continue in the median to the O'Hare access road. Near the terminal area the extension will go underground into a subway approximately a half-mile long. This runs under the main parking lot and garage to a centrally-located stub-end terminal at the main airport building. The subway terminal will have two platforms and three tracks.

There will be four stations along the extension: Harlem Avenue, Cumberland, Des Plaines River Road and the terminal station at O'Hare. The Des Plaines River Road Station, Rosemont, is outside the city limits of Chicago. The Harlem, Cumberland and Rosemont stations will have both kiss-and-ride and bus turn-around facilities. Cumberland and Rosemont will have parking facilities for 700 vehicles. An interesting wrinkle with the parking is that there is an expectation that there may be a problem at Rosemont because people heading toward the airport will be able to park there at a lower fee than at O'Hare. This means that persons who commute regularly by car to the Rosemont Station and then want to ride rapid transit into the Loop, may not find a place to park.

At Rosemont there will be a rapid transit yard with storage space for 226 rapid transit cars; a four-track car maintenance shop will also be included. There will be major reshuffling of the bus service in the area affected by the new extension, in keeping with the CTA policy of having buses act as feeders to rapid transit.

The station at the O'Hare Terminal Building is expected to generate entering traffic of 12,000 passengers a day (over all, the line is expected to generate almost 43,000 extra rides a day). There will be moving walkways for passenger convenience in certain places. Access should be relatively easy to all of the O'Hare air terminal.

Waterfront opens

It happened on May 29, 1982. On that day ceremonies were held to inaugurate the opening of the Waterfront Trolley in Seattle, using trackage belonging to the Burlington Northern Railroad. The idea for the line was provided by Robert W. Hively, and the ball was picked up and carried by Seattle City Council member George E. Benson. In honor of Mr. Hively's contribution, the first car, number 518, is named after him.

This was not an easy project to pull off. It required contributions from local property owners and funds from Seattle and from the Urban Mass Transportation Administration.

Festivities started when car 518 left the barn on the north side of Broad Street at 10:00 a.m. and ran the south end of the line. After a while, Car 482, operated by former city councilman Charles Carroll, left the barn. With 518 now headed north, the two cars passed at the Pike Street siding. The cars operated are vintage trams built in 1927 for the Melbourne, Australia, street railway system.

It was in April 1941 that the last streetcar ran in Seattle. After 41 years the trolleys have returned. Councilman Benson has as his next aim light rail transit for downtown Seattle.

Flashes

In **TORONTO** the Toronto Transit Commission has a major problem of keeping up with the increasing demand to ride its system. Morning rush hour trips into the central business district have increased by 43% over the last three years; transit's share of all trips has increased from 69.5% to 77.7%. The crowding is growing more and more unacceptable. New rail lines are a real possibility in the future.

In the **BOSTON** area, federal money will be made available to renovate the Suffolk Downs station damaged by fire on February 14, 1976. There will be a complete renovation of the station and parking area located on the Blue Line in east Boston. Also, the MBTA directors approved a supplemental budget of $13 million on April 13. This will permit transit fares to be cut from 75¢ to 60¢. Symphony, Bowdoin, Boylston and Essex rapid transit stations will reopen. Sunday evening service will be extended to 1:00 a.m.

The 294 new subway cars for the **WASHINGTON METRO** system will be assembled by Amtrak at its Beech Grove, Indiana, plant. Brada Construzioni Ferroviarie, an Italian firm, is the prime contractor and will provide the car shells for Amtrak's assembly. The first cars will be delivered by April 1983, and the last cars will be finished by March 1986.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

In San Francisco, the **BART** system now has 22,000 parking spaces, and it is not enough; most of them are filled by 7:00 a.m. on weekdays. With ridership increasing significantly—now 190,000 per weekday—and the expense of parking lots and the difficulty of finding land, BART now has a number of express buses, pools and shuttle buses serving its stations. Shuttles include Humphrey Go-BART in Berkeley; "Oakland Air-BART" from the Coliseum Station to the Oakland Airport; "El BARTito" runs from the Hayward Station to the Alameda County Government Center in Hayward; the "Loma Ranger" runs from Glenn Park to Miraloma Park; "Van AmBART" operates from MacArthur Station to the Pill Hill Medical Center. Paul Merland of San Francisco sent the information.

In **PITTSBURGH**, trolley service on the 49 Arlington-Warrington route to Allentown will be suspended for nine months starting June 12. The suspension comes because of construction work on East Carson Street between Arlington Avenue and the Mount Washington transit tunnel. There is some debate as to whether or not the service will continue; it now provides an emergency route if the Mount Washington transit tunnels are closed for some reason.

In **PORTLAND, OREGON**, a preliminary study shows that a light rail line in the McLoughlin Boulevard corridor between Portland and Milwaukie appears feasible. The McLoughlin corridor would probably not be started until after the Banfield line, now in construction, is finished. There are also generally favorable public attitudes toward a light rail between Portland and Beaverton via the Sunset Highway.

A Joint Powers Agreement for the **GUADALUPE CORRIDOR** transportation project was signed by Governor Edmond G. Brown, Jr., of California. Also involved were officials from the County of Santa Clara, City of San Jose and the City of Santa Clara. Participants have established the governing body that will direct development of the light rail transit line in the Guadalupe Corridor.

In **BUFFALO**, the old DL&W railroad station at the southern end of Main Street will be the site of a storage shed for the light rail cars. Eight sets of tracks are planned to lead into this shed with a capability of accommodating up to 60 vehicles at once. The maintenance shop will be housed in a separate building; it will have three sets of tracks entering it, two of which will have pits located beneath. An overhead crane, body jacks and a wheel truing machine, along with an automatic carwasher and a paint and body shop, will be included in the facility.

In **SHAKER HEIGHTS**, Ohio, major renovation and improvement is going on at Shaker Square. The Friends of Shaker Square and others are determined to return the shopping center at the Square—the third oldest in the nation—to its former glory. A key factor is the renovated Shaker Heights Rapid Transit portion of the greater Cleveland Rapid Transit Authority. The Shaker Boulevard and Van Aken Lines converge at the Square and provide high speed service into downtown Cleveland as well as excellent transit to and from Shaker Square itself.

Steam returns to McCloud River

by Miki Kauffman

An energetic high school graduating class and a railfan with a museum and a lease on a 2-6-2 combined their energies to put steam and passengers back on the McCloud River Railroad.

Take a beautifully restored 1925 steam engine, add some enterprising high school seniors and a community that is very supportive and place them in one of the country's most beautiful settings: what do you have? The makings of a fantastic railfan trip, of course! And that was just what happened May 8, 1982, on the McCloud River Railroad.

Steam fans everywhere know of the McCRRR No. 25, but few have seen it or heard much about it since it was last run in the 1976 movie *Bound for Glory*. It has, in fact, been tucked safely away in what was formerly the McCRRR paint shop. The old 2-6-2 was retired in 1955, after 30 years of logging service in the woods near Pondosa and Whitehorse, but from 1964 to 1975 it occasionally pulled excursion trains. During those years, it was regularly maintained by the railroad as a public relations gesture, but as the old steam men retired, interest declined. After the movie it was put in storage.

When Itel Corporation bought out McCRRR, it instructed Bill Herndon, the new president of McCRRR, to dispose of the 25. Bill has a great love and admiration for old steam engines, and he could not stand by and let this old friend go to the scrap heap. Although it had been well taken care of throughout the years, there were a lot of little things that needed to be done to it, and, of course, the boiler would have had to be brought up to current FRA standards if she were to run again. Bill got permission from Itel to put the engine on public display instead of scrapping it.

Back in 1966, Fred Kepner, founder and president of the non-profit Great Western Railroad Museum Inc., of Klamath Falls, had begun corresponding with the McCRRR in an effort to obtain No. 25 for the museum. With something a little different in mind, Fred contacted Herndon in January 1981 requesting permission to lease, restore and operate the engine on the McCRRR. He got the "go ahead" in June that year.

A more profound admirer of old steamers than Fred could doubtfully be found. Since the age of 16, he has devoted his entire life to the restoration of steam locomotives, and that love and devotion is clearly evident in the beauty that he has restored to No. 25. Without Fred, this trip would have been impossible.

In addition to acquiring an operating lease on the 25, Fred and the museum own seven other steam engines scattered about the country. His Long Bell Lumber Nos. 104 and 105 and the old Pickering Lumber Co. Shay No. 8, presently stored at the Cottage Grove, Oregon, "Village Green Museum," are to join the 25 at McCloud next summer.

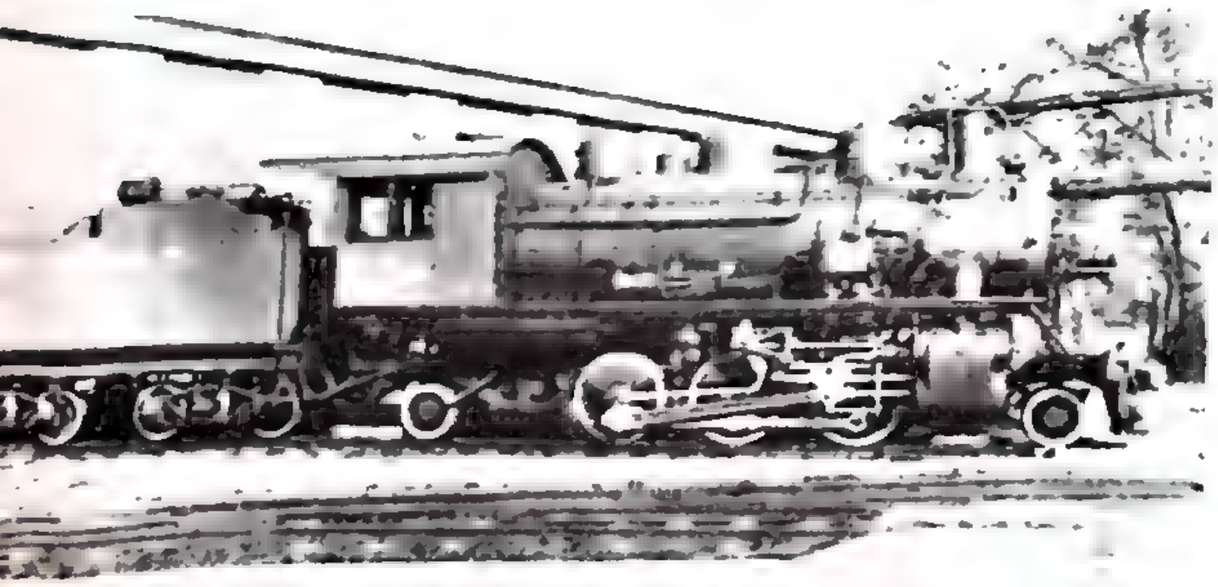
Last August, Fred, with help from volunteers Tim Harper, Gerald Hoertling and a host of others, began the arduous job of dismantling, repairing and rebuilding of the Alco 2-6-2. Even the worst winter in nearly a hundred years could not dampen the enthusiasm which Fred inspires in his helpers. Fighting their way through huge snow drifts just to get to the drafty building loaned them by the railroad, the men worked devotedly all through the winter. When it got so cold that they could no longer maintain a grip on their wrenches, they would take a short break to warm their hands at the wood stove which Fred built from an old 55-gallon oil drum, then go right back to work. A lack of funds was more than compensated for by the ingenuity of Fred and the hard work of his helpers.

Unbeknownst to Fred, during this time the senior class at Mt. Shasta High School was hard at work on preparations for a railfan trip on the McCloud, scheduled for May 8, 1982. There is a 25-year-old tradition at Mt. Shasta High whereby the senior class each year undertakes a fund raising project to finance a senior trip or graduation night party. It has also become somewhat of a tradition for each class to try to make their outing a bigger and better event than the previous year's class. The town of Mt. Shasta wholeheartedly supports these projects and helps with the fund raising.

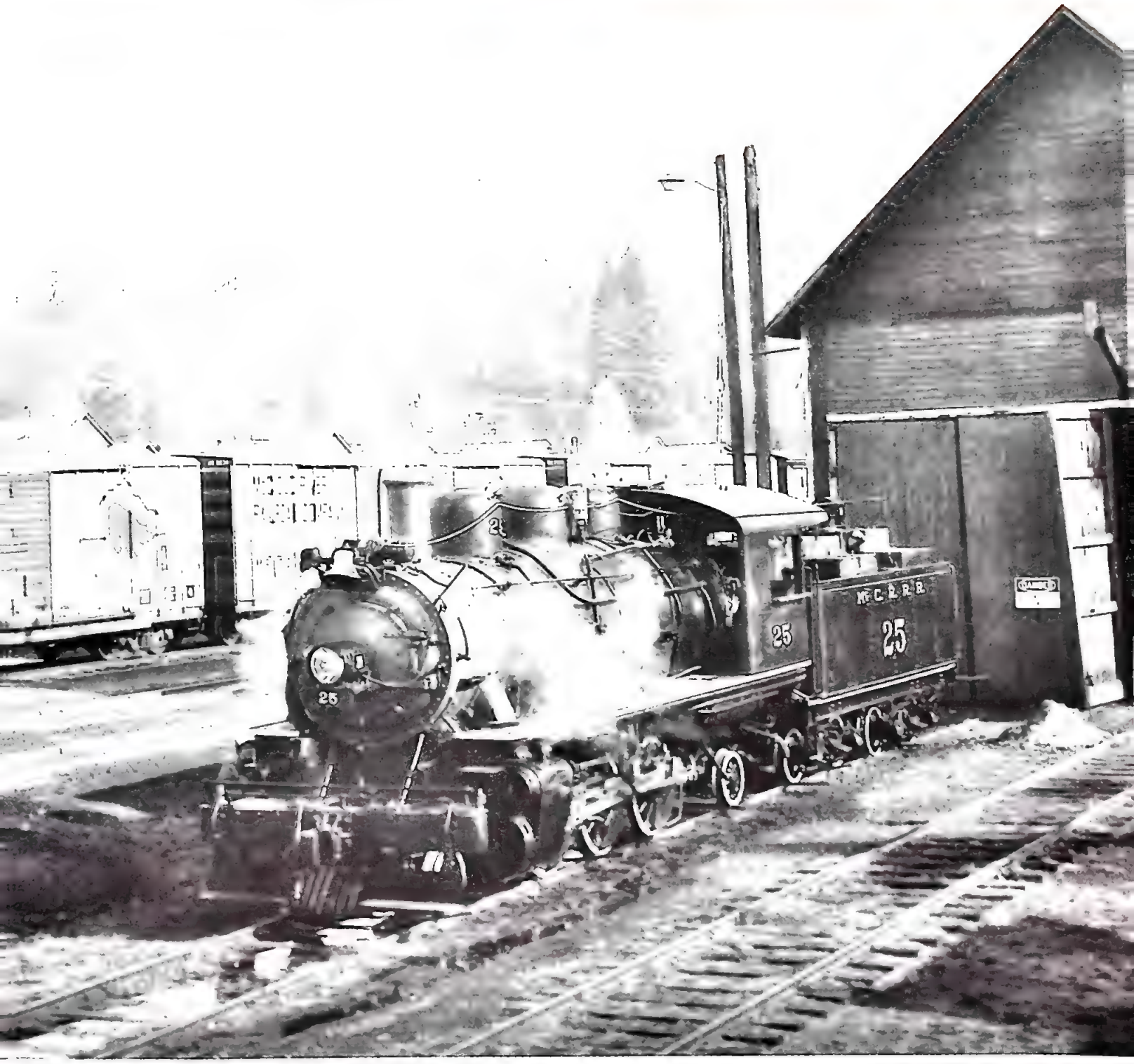
The 62 students of the 1982 graduating class are an unusually ambitious and enthusiastic group. They began planning for their big graduation event while still juniors. The railfan trip that they selected as their fundraiser was to be pulled by one of the McCRRR diesels, and proceeds were to be used to finance a three-day trip to Disneyland. This is rather a big undertaking for the small number of students and the tiny community. Expecting only local interest and support, they were soon amazed at the national interest which they were to generate after a small change in plans.

Meanwhile, the senior class vice president, Lynn Herndon (Bill's daughter and also a steam devotee), watched as work progressed on the 25. Early in 1982, she and others from the class approached Bill about using the steamer to pull the trip instead of a diesel. Fred was asked if the 25 might be ready to run by May 8. Little did he realize when he gave an affirmative answer that they took it as a firm commitment. When he learned about the planned fantrip, he was enthusiastic—but very apprehensive about finishing the work in time. His apprehension was quickly overcome, how-

AMERICAN LOCOMOTIVE CO



TWIN SISTER of the 25, McCloud River 24 poses for Alco's photographer in September 1925. The 25 has changed little.



PHOTOGRAPHY MARK HENLEY, EXCEPT AS NOTED

STEAMED UP for the first time since 1976, the 25 perks away in McCloud a couple of days before the May 8, 1982, excursion. In the background is the snow-capped Mt. Shasta.

ever, by a sudden burst of enthusiasm and backing by both the communities of Mt. Shasta and McCloud.

Mt. Shasta's merchants and city officials quickly organized a "Pioneer Days" event to welcome the railfans, and every civic club in town got into the excitement as they planned for food and entertainment as well as a parade.

The Dunsmuir/Mt. Shasta/McCloud area abounds with railroad people (railroads are a major employer there), and as word got around about the prospect of riding behind No. 25, volunteers appeared from everywhere. Work continued at a feverish pace, but it was only ten days before the planned trip that the engine could even be fired up for the first time. There was a huge cheer as the beautiful old Prairie, bell ringing and whistle blowing, chugged merrily up to the railroad office from the paint shed-turned-enginehouse. With the exception of a few leaks here and there, No. 25 looked and ran as good as the October day she was delivered in 1925. The following week was spent making last minute adjustments, and the trip was assured.

As word about the trip spread, railfans from all over the nation began sending in requests for reservations. The overwhelming response to the limited advertising generated a need for a second trip, which was also quickly sold out.

Saturday dawned warm and beautiful in McCloud, with

Steam returns to McCloud River

only a few wispy clouds peppering the sky. The earliest fans, arriving as the first rays of sun struck Mt. Shasta, found Fred and his crew hard at work. They had been there all night keeping No. 25 steamed up, polishing, lubing and providing last minute "tender loving care." It was a photographers paradise, the handsome locomotive polished to a tee, with the majestic Mt. Shasta and the surrounding forests providing a backdrop. And everyone had a camera . . . or two . . . or three. There were many movie cameras, some with sound, and lots of tape recorders.

Although the first trip was scheduled to leave at 9:30 a.m., hundreds of people had gathered by 7:00. When the locomotive was brought up to the depot, a crowd of people surrounded it and followed it along, creating a scene that resembled a shepherd with his flock. At the depot were hundreds more people, some munching on "McCloud McMuffins" served by a local group. Fans who hadn't seen each other since their last fan trip greeted each other excitedly, exchanging bits of railroad information and spreading the latest railfan gossip. Others who had learned of the trip too late to obtain tickets came just to watch and motorcade.

Shortly before passenger loading began, McCRRR President Bill Herndon gave a welcoming speech and a short history of the events which had made this trip possible. He praised the townspeople who had worked so hard to assure a pleasurable experience at each end of the trip and called the 62 Mt. Shasta High School students "courageous" for undertaking such an enormous project and for making it so successful. The highlight of the ceremony was when the class presented Fred Kepner with a certificate of appreciation for his dedication to finishing the restoration work in time for the trip and made him an honorary member of the Class of '82.

Then, with a long blast from No. 25's whistle and Bill Herndon's shout of "Let's go to Mt. Shasta!" the crowd gave a rousing cheer and began boarding. Ray Piltz, retired McCloud engineer, sat at the throttle, and from the smile on his face, it was evident that he was happy to be back at the controls. No. 25 had been "his engine" since he had begun work with the railroad, first as a fireman, then as engineer when he was promoted in 1948. No one was more excited than he when the final "all aboard" was called and the signal to pull out was given.

At the edge of McCloud, the train began its steep ascent to Signal Butte switchback at the 4860-foot elevation, which is the railroad's summit. McCRRR is one of the few remaining railroads in the country with a switchback on its main line—and steep it is. The route twists and turns along the base of Mt. Shasta, through turns with 14 and 15-degree curves pulling grades of four percent in some places. At times it passes through small meadows ringed by towering cedar, spruce, fir, ponderosa and lodgepole pine trees. In some places the track clings perilously close to the edge of steep cliffs. The entire route offers a view of unparalleled splendor.

Normally, a train on this route passes through genuine wilderness, observed by only the birds, deer, bear and other wildlife. But, on this day one would have thought that the route followed the Los Angeles freeway, judging from the number of spectators. The rails were lined from one end to the other with people. Hordes of "train-chasers" kept the dirt flying along the dusty logging trails as they raced from one photo vantage spot to another. Blankets were spread out along the route where fans had gathered entire families to picnic while waiting for the train to make the four passes by them. In more isolated spots, far removed from even the most remote trails, other fans had packed in their camera gear and waited patiently at their "special spots."

At Hooper, (Milepost 2½) the train stopped to take on water from the leaky old wooden water tank. From there to the switchback it is another three miles. Leaving the switchback, the train rounded a curve and passengers were treated to a spectacular view of the Trinity Alps. In the distance can be seen Lake Siskiyou and beyond that the spires of Castle Craigs. The scenery is dazzling.

At Howard, the train passed another old wooden water tank, temporarily out of service as a result of the hard winter which had frozen and burst some of its pipes. The Hooper and Howard tanks are the only ones remaining of the original four which were necessary to keep the old steamers operating on the steep grades.

Approaching and entering the town of Mt. Shasta, every house with a view of the tracks seemed to be holding a party in celebration of this event. Patios, porches, balconies and yards were all filled with people waving and cheering the excursion into town.

At the junction of the SP line, the train stopped to uncouple No. 38, the McCRRR SD38 which had been sent along coupled behind the caboose as a safety measure. Although its assistance had not been needed, it provided insurance should anything unforeseen have gone wrong; there had not been time for a full test run of the 25 following its overhaul.

Riding in the last car was Don Ratley, senior class advisor, who was coordinating the trip with the festivities in town via

TRIM AND READY, the 25 poses outside the former paint shop (above) that has become her enginehouse. A chartered bus brought fans from San Francisco to board the special at McCloud's handsome old depot. The excursion entered Mt. Shasta City (left) with passengers in gondolas. SD38 38 (below) was insurance.

CB radio. Plans were that as the train pulled into the station, the parade would arrive to meet it. The signal to begin the parade was given at the moment that the train began backing down after dropping the diesel. The train moved only a few feet, then stopped as it was discovered that a tie had caught fire from oil dripping from 25's firebox. As the parade marched on (how do you stop a parade?) the crew rushed to put out the fire. All of this took only a few short minutes, but by the time the train arrived in town, the parade was over (Mt. Shasta has a very short main street).

In spite of missing the parade, fans on board the train were treated to a royal welcome. The scene was reminiscent of the old "whistle-stop" campaigning of the early politicians. The 23-piece town band was set up on the station platform and greeted the passengers with rousing tunes as the antique autos from the parade were assembled in the town center for all to admire. Across from the station, local organizations had built booths and were providing entertainment and serving food of all kinds. One could enjoy everything from barbeque and Bluegrass to Mexican food and chamber music.

After an hour of food and fun, passengers answered the long blast from 25's whistle and began loading for the return trip to McCloud. It was much cooler in Mt. Shasta than it had been in McCloud, so there were many new sweaters and jackets in evidence, but no one seemed to mind. They were all having too good a time to let a little cold bother them.

Back in McCloud, fans gathering early for the second trip were entertained by a theatre group from College of the Siskiyous who presented an oldtime melodrama entitled "Roundhouse Nellie." The second trip went equally as well as the first, which had gotten nothing but praise from all concerned. Although the welcoming ceremonies on the second trip were a little less spectacular than the first, the sunset on the return trip more than made up for it.

The big question of the day was, "When will McCRRR 25 run again?" Although the engine is now in excellent condition, thanks to the hard work of Fred Kepner and his help-

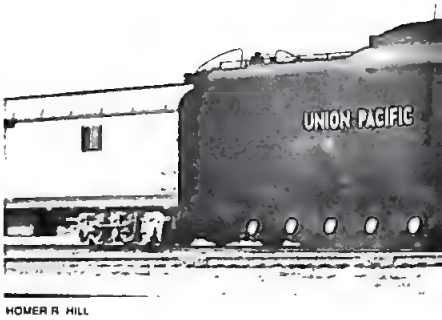
Chartering the 25

For information on operation or to arrange a chartered excursion with No. 25 for your group of 300 or more, contact: Great Western Railroad Museum, Inc., 3038 Cannon St., Klamath Falls, OR 97601.

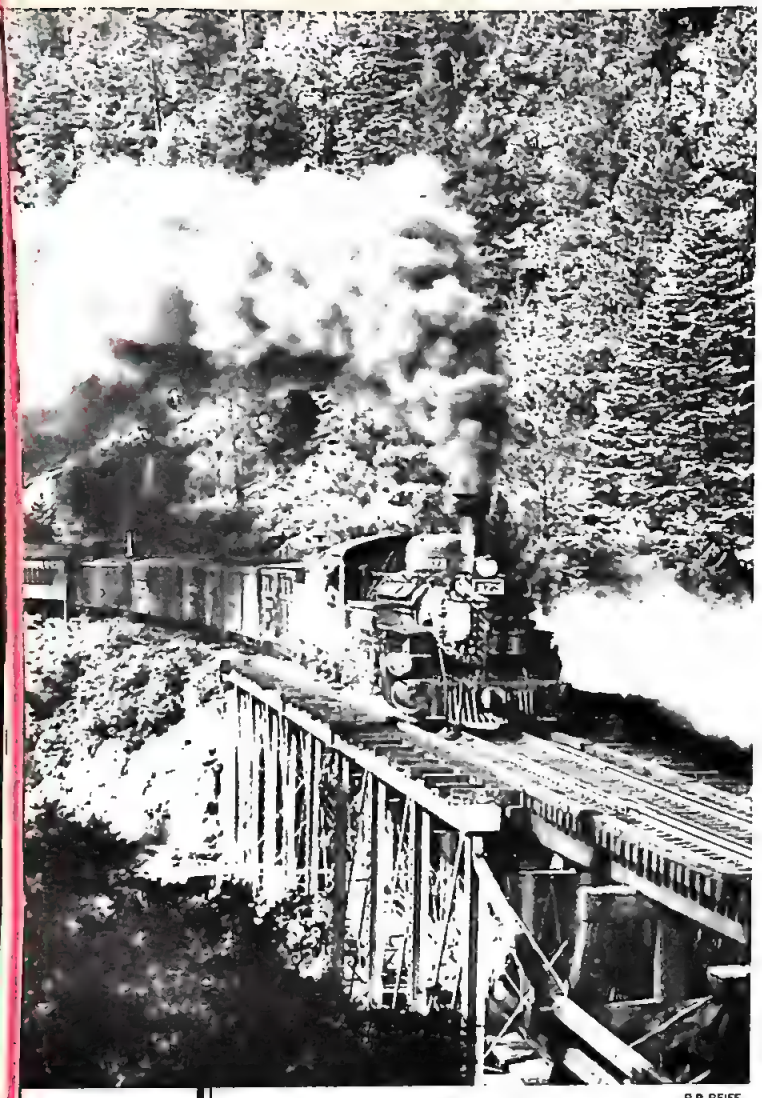
NRHS Colorado Rails '82

Denver: July 8-18, 1982

THE NRHS conventioneers sampled a bit of everything Colorado had to offer during July. Although not part of the convention, the UP movement of 4-6-6-4 3985 from Cheyenne (right) to Laramie on July 9 was an unexpected surprise. On July 10, bus tours included San Luis Central and steam on the Cumbres & Toltec, where 488 (below) paused at Cumbres.



HOMER R. HILL



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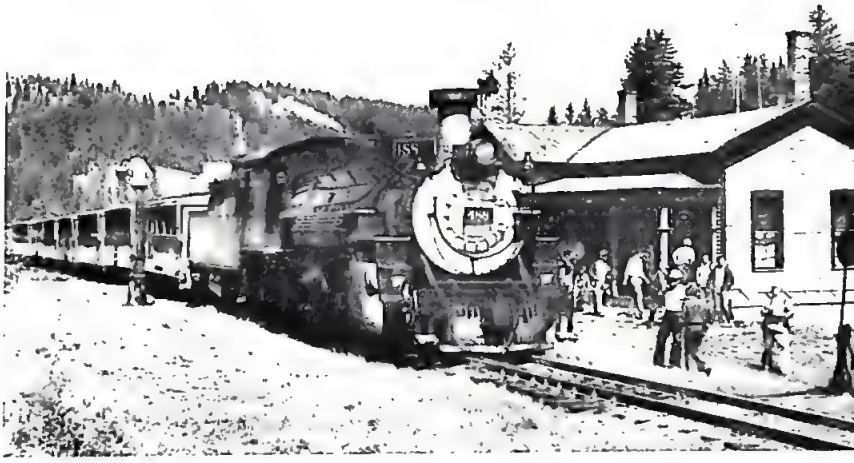


DURANGO & SILVERTON ran its regular train and two NRHS specials to Silverton on Sunday, July 11, and the next day ran a photographers special mixed to Cascade Creek wye and back (above left) with a night photo session (below) afterwards.

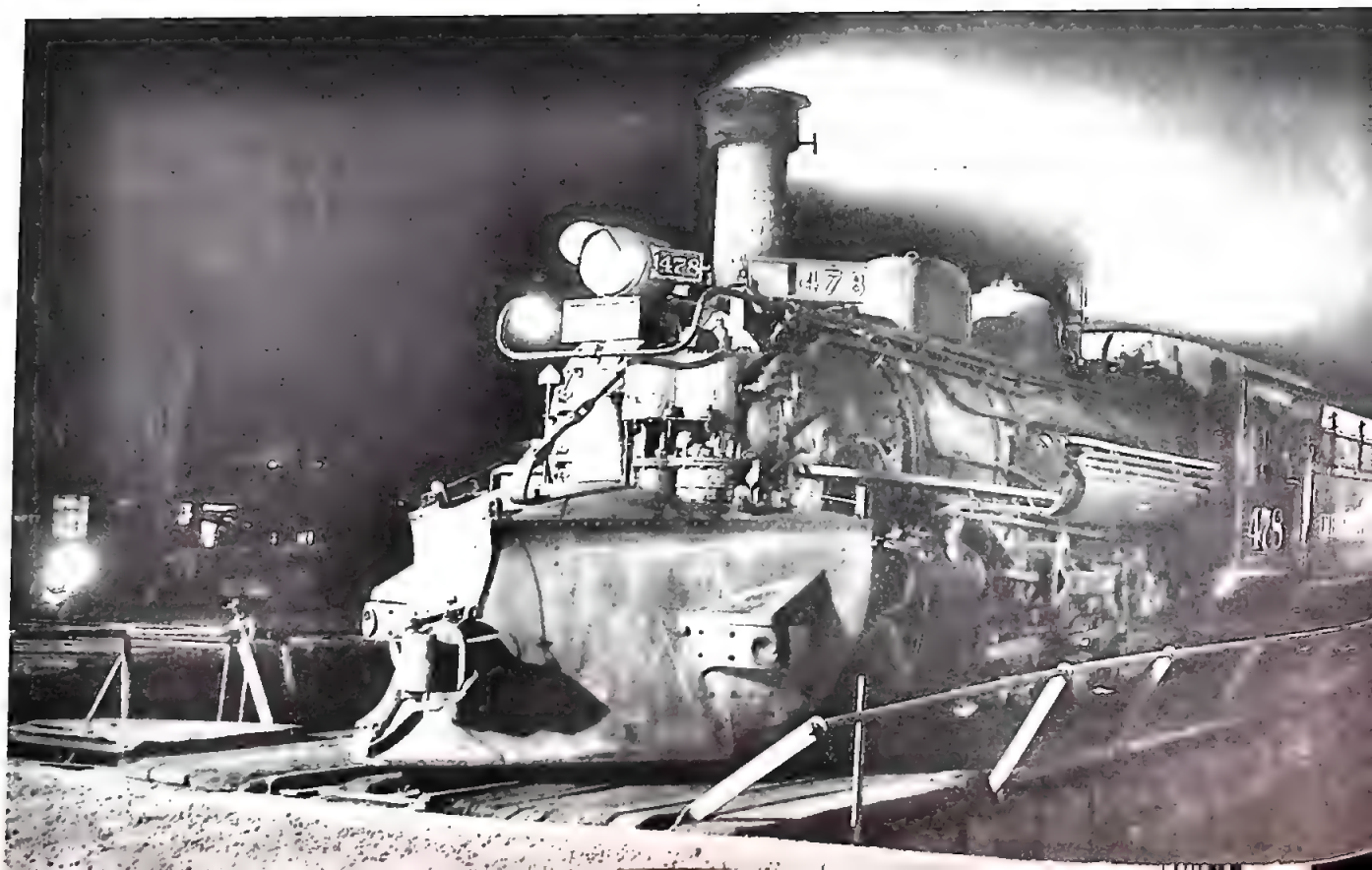
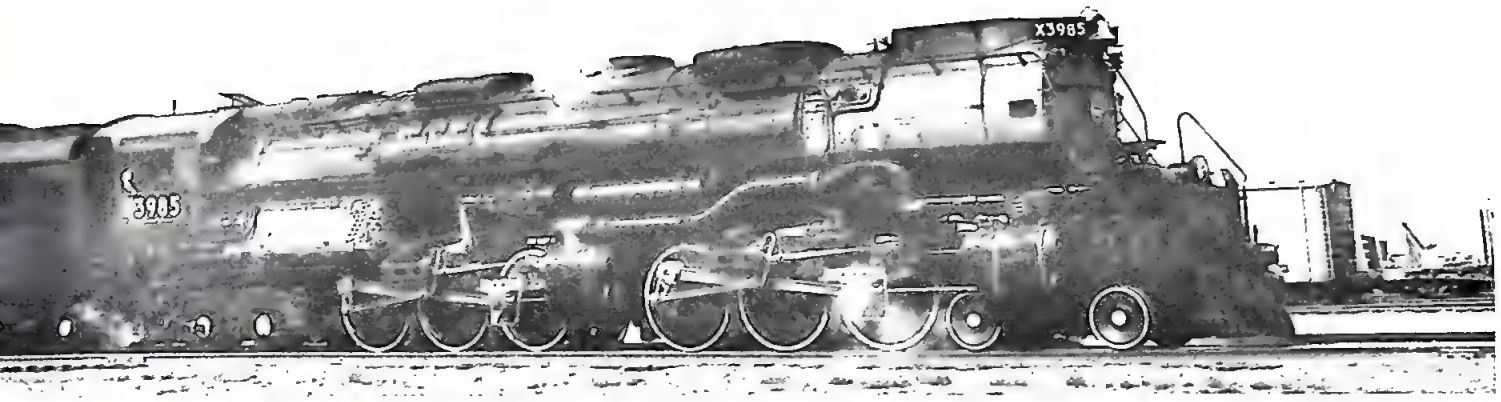


Photo Line Special



ALEX MAYES

HOMER R. HILL

100TH ANNIVERSARY of the D&RG reaching Silverton was commemorated with a stone monument at Cascade Creek wye, unveiled by D&SNG owner Charles Bradshaw.

HOMER R. HILL

MANITOU & PIKES PEAK had their No. 4 under steam on July 14 and used it for short shuttles to the shop. Trips to the summit used diesel cars.

GARY ALTSCHULER

ALEX MAYES

UNION PACIFIC provided 4-8-4 8444 for the July 16 run from Denver to Sterling, Colo., and back. This runby was at Sublette. Other events included rides on the *Rio Grande Zephyr,* a 2-8-0 under steam at the Colorado Railroad Museum, steam at Georgetown Loop and "Railfan '82" hobby show in Denver on July 17-18.

We'd like you to meet...

Miki Kauffman and Mark Henley

It was a husband and wife team that produced the McCloud River steam article in this issue. Although this is their first contribution to R&R, Miki Kauffman and Mark Henley are hardly newcomers to railroading or the publishing business, as both have had numerous articles in model railroading magazines for many years—and have both been railfans from early childhood. The majority of their work has been collaborative since they first met, five years ago.

As one can tell by the above photo, their sense of humor is usually quite apparent and . . . ah . . . "unique?" One wonders what must have been going through the minds of the security guards who watched the photo being arranged in Portland, Oregon, a couple of years ago. (Don't worry, former-*Preamble Express* E9 951 was blue-flagged at the time.)

As a child, Miki lived in Long Beach, Cal., and remembers the Pacific Electric interurban cars. Her fondest memories, however, are of sitting on the steps of the Southern Pacific's section foreman's house—occupied by her great uncle—counting the cars pulled by steam engines. It was a special thrill to her when, one day, the train pulled right up to the section house and stopped so that the engineer could report some bad track.

Moving to a ranch near Yreka, Cal., at age 13, she lost touch with the SP but became an avid fan of the Yreka Western after a "close encounter" with a switch engine crew. Having just learned to drive, she had stalled her dad's old pickup truck on the crossing in Montague as the slow-moving switcher approached. Seeing her plight, the crew stopped the switcher and helped push the truck off the tracks. Saved from "utter destruction and the wrath of my father," she has since held a special place in her heart for the Yreka Western.

Miki's husband, Mark Henley, who supplied the photos for the McCloud article, grew up near Los Angeles in the small town of Tujunga (pronounced Tuh-HUNG-ga), and is probably best recognized for his much-publicized Big Tujunga Canyon Railroad, modeled in both HO and O scales. Mark's first love is the Pacific Electric, although he was quite young when it was dissolved.

On duty with the U.S. Army in France, Mark served as battalion photographer and spent all of his free time photographing and riding trains in Europe and England. He has continued his railfanning back home, and his special favorites are short lines like the McCloud, Sierra and City of Prineville.

Mark works as a graphic artist and freelance photographer and is establishing a model railroad kit manufacturing company. Miki is an electronics designer, although she is not currently working in that field. The couple recently moved to a five-acre "ranchette" near Redding, Cal., and their goal is to become self-sufficient enough to work entirely from home. Miki is planning an extended garden to provide most of their food, while Mark is making plans for solar and methane generated power. They plan to continue writing and photographing railroads, especially short lines.

Ron Flanary

The situation had reached the point of desperation as I searched through our library and piles of *Official Guides* to try to find out *where* the Southern's old *Lonesome Pine Special* actually ran for the article in the last issue on the Bristol & North Western. It was as though the train had vanished from history, and I would have almost been convinced it was merely a figment of my imagination had it not been for one photo—incorrectly captioned—in Kratville's *Steam, Steel & Limiteds* that showed an old Pacific clearly lettered for the *Special*. I began a telephone campaign to every Southern "expert" I could think of, and somebody suggested I try Ron Flanary.

"Of course you couldn't find it in the *Guide*," Flanary explained, "the *Lonesome Pine Special* was the *unofficial* name for trains 1 and 4 between Bristol and St. Charles; it was never listed in the timetable by name." In the next week Ron Flanary not only referred me to his article on the *Special* and the Southwest Virginia tourist operation in an old *Rail Classics* but supplied photos of the *Special's* Pacific, the SWV 2-8-0 and Bristol line steam action for the B&NW article. It turns out that in addition to knowing him by mail from his drawing of the revised Reading 2101 headlight for the *Chessie Steam Special* in the August 1977 RAILFAN, we had a couple of close mutual railfan friends.

In discussing things further on the phone, I mentioned that Dick Menkel had been talking about how great the tape recording had been when the Southern 2716 had visited Appalachia this spring (see page 18), when Ron commented, "I know, I had the opportunity to ride the cab on a good part of that run, as it was our railfan group that was sponsoring the trips."

"Hey, Ron, how'd you like to write that up as an article. We need to give 2716 proper coverage and I think the world has had enough 'Jim Boyd conquers another choo-choo' articles for a while." He not only agreed, but within two weeks I had in my office the delightful piece that begins on page 48 of this issue.

Ron Flanary was born in Benham, Ky., in January 1948 and was from first memory a dyed-in-the-wool railfan. As he puts it, "This came primarily from the time I spent with my grandfather, an L&N conductor, and grandmother at their rooming house in Loyall, Ky., where I became intimately acquainted with railroaders of L&N's Cumberland Valley Division who stayed there, as well as the steam power which used the yard throat just across the road from the house. From my front porch perch, I watched a parade of 'Big Emmas,' J-4 Mikes and home-built 2-8-2s on everything from merchandisers to mine runs. In later years I watched and then photographed the replacement RS3s and FA2s. It was a great place to grow up."

Ron has been a photographer since 1958, graduating from a 127 Brownie to 35mm in 1964. He shot mostly black & white until 1968, when he began shooting color slides; he now uses Kodachrome 64 in a well-worn Yashica. He is a "semi-serious" collector of railroadiana devoted mostly to regional stuff ranging from timetables to an L&N whistle and headlight. He does some HO modeling—mostly kitbashing, superdetailing and painting plastic diesels and some steam—but has no layout.

He has had articles in *Trains, Rail Classics* and other publications and has done research for others in developing articles and books, most notably, contributions to R.E. Prince's *Southern Steam Power* (Second Edition) and *L&N Steam Power.*

Presently a resident of Big Stone Gap, Virginia, within a stone's throw of the Southern's main line there, Ron lives with his "loving and tolerant wife of eleven years, Wilma, and a mischievous pup named Dandy." He began a brief railroad career (part-time, during college) as a janitor with the Southern and then moved into their Management Training Program in 1970. After an 18-month interruption for the Army, he resigned from the SR in August 1972 (his article "Yes, I *did* want to run a railroad" in the July 1978 *Trains* describes his days on the Southern and is very entertaining reading). After that, he taught school for three years, and since 1975 has been employed by LENOWISCO, a regional planning and economic development agency in southwestern Virginia, where he is now Director of Planning.

In addition to his other railfan activities, Ron has gotten more serious in recent years in his artwork. He has done commissioned paintings for numerous individuals, as well as the L&N Railroad, for which he did a series of nine limited edition art prints over a three-year period depicting mostly steam and an original scheme A-B-A set of F7s. His watercolor of a Southern Ps2 was on the cover of the Fall 1981 *Locomotive Quarterly.*

Since it was the *Lonesome Pine Special* that really brought Ron to our attention this spring, it is only appropriate that his painting of the little black Pacific and that train at Natural Tunnel should be included in color on page 67 of this issue—and that his story about the 2716 should also feature steam in that famous landmark, as well!

PHOTOGRAPHY PAT MALONE

A BRIGHT ORANGE FACE, inspired by Western Pacific 913-A, adorns Dakota Rail F7s 81C-81A as they roll through Peever, S.D., on June 11, 1982, headed for Milbank with 15 grain hoppers.

Welcome Dakota Rail

A forsaken Milwaukee Road branch gains a new future and stunning new colors for some veteran locomotives.

by Steve Glischinski

March 1980: The Milwaukee Road, bankrupt and saddled with excess mileage, embargoes thousands of miles of track across its system. With the retrenchment of track mileage a motive power glut is created, allowing the railroad to divest itself of its older and minority power. Among the victims are all F-units, including the unique F7 slug sets which helped lift trains over the steep grade out of Tacoma, Washington. The units are sent east to Minneapolis for storage, facing a bleak and uncertain future.

June 1982: A new railroad is born in South Dakota, its purpose to operate a former Milwaukee Road branch line from Milbank to Sisseton. At a gala ceremony in Sisseton, South Dakota's governor cuts a ribbon welcoming the arrival of "Dakota Rail" on the branch. In the background sits the rail line's power: one set of the former Tacoma Hill helpers, resplendent in the Dakota's orange and blue Western Pacific-inspired livery. The future looked good for Dakota Rail and its cab units.

This was the second renaissance for the Milwaukee units in little more than a decade. Back in 1970 they were Milwaukee Road's 81A and 81C, just another set of tired F7s. They worked, ironically enough, in South Dakota, holding down a regular assignment between Mitchell and Sioux City. When the Burlington Northern merger finally took place in March of that year, the Milwaukee was granted trackage rights over the merged road into Portland, Oregon. Access to Portland meant longer trains out of Tacoma, Milwaukee's main division point on the West Coast. But starting practically in the Tacoma yard was a steep grade, known as Tacoma Hill. Helpers were obviously needed, and the call went out to the Midwest. After reconditioning, the 81A nd 81C headed west, joined by slug SE1. Later in the 1970s they were joined by the 82A, 82C and slug SE2. Both slugs were F7 B-units with their diesel engines and generators removed; their traction motors are driven by electricity "borrowed" from their conventional F7 cab unit mates. (Slugs add low speed pulling power without adding to the overall horsepower.) The "Tacoma Hill Fs" worked in Washington right up until the Milwaukee Road embargo, when they were sent dead-in-tow to Minneapolis to join lines of GP30s, 35s, and GEs in storage.

While most of the Milwaukee's lines in South Dakota fell victim to the embargo, a few did not. A portion of the transcontinental main line from the

Twin Cities to Miles City, Montana, was retained along with two branches: the 133-mile McLaughlin, S.D., to New England, N.D., line and the 37.5-mile Sisseton, S.D., branch. While traffic was light on the New England branch, the line to Sisseton continued to generate revenue with two large barley elevators shipping 20 to 25 carloads daily, five days a week.

The Sisseton line never gained much notoriety when it was operated by the Milwaukee, as could be expected of a 37-mile branch on a 10,000-mile system. The first 17 miles of line, from Milbank to Wilmont, were installed in 1880, as the Milwaukee crews pushed west into South Dakota. The rails were extended the last 20 miles into Sisseton in 1893. From then until the time of the embargo it was just another Milwaukee branch, gently meandering through the rolling countryside, bridging the occasional stream with an aging timber trestle, like hundreds of others in the Midwest. After the Milwaukee's purchase of SDL39s in 1969 and 1972, one or sometimes two of them became regulars on the line's increasingly shakey roadbed. The SDLs proved ideal for toting empty Milwaukee 40-foot box cars into Sisseton and returning to Milbank with barley-filled ones. After surviving the embargo, shippers on the line breathed a sigh of relief. Events in Chicago soon changed that.

The Milwaukee, bankrupt since 1977, embargoed its intended lines in March 1980 on the basis of recommendations in a reorganization plan filed with the bankruptcy court. Eventually the court found the plan inadequate and asked for a new one. When the revised plan was submitted to the bankruptcy judge, it called for an even smaller Milwaukee Road than the first plan had. Added to the chopping block were several Wisconsin branches and the "Miles City Extension" west of Ortonville, Minnesota, including the Sisseton line. The future looked grim for the line's shippers, but rather than accepting abandonment they decided to fight to keep the line operating.

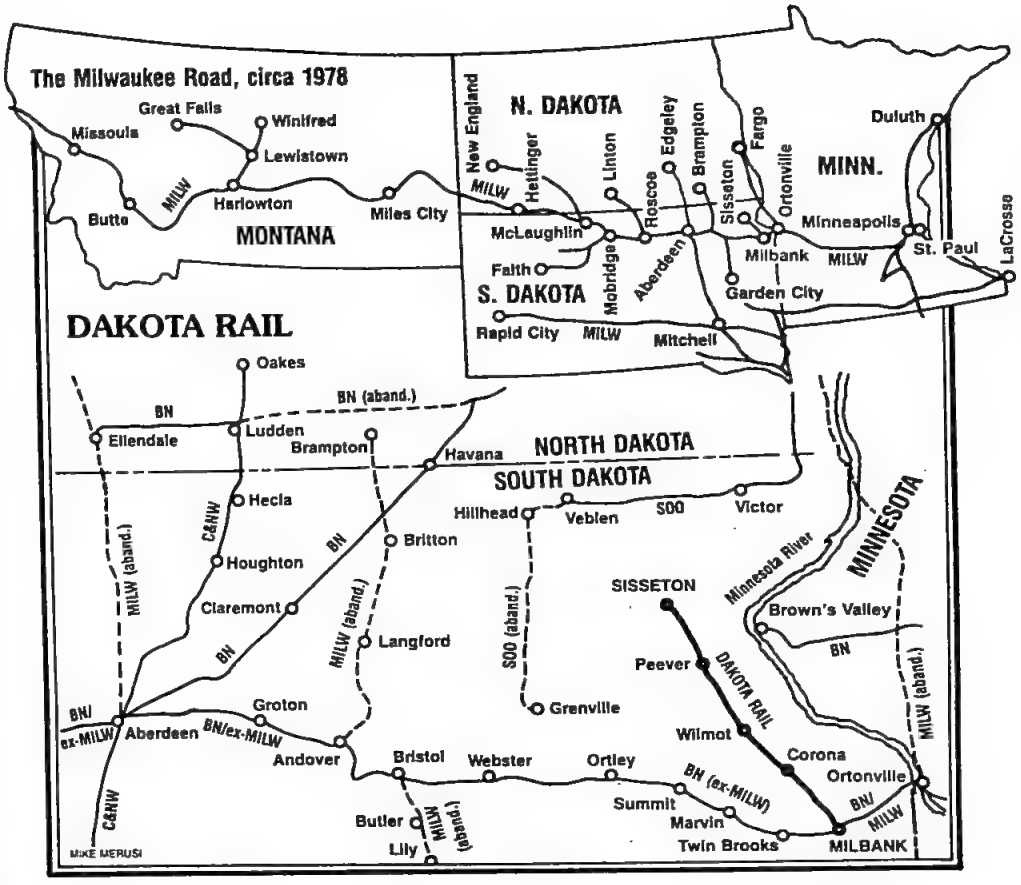
The two main shippers on the branch, the Sisseton Seed & Grain Company and the Sisseton Farmer's Elevator, joined Jerry Ross, a Milwaukee Road engineer from Montevideo, Minnesota, in an effort to operate the line independently. The group, along with interested investors in the area, formed separate corporations to purchase and operate the branch. Sisseton Line Associates Property Management was formed to raise the $660,000 needed to buy the right-of-way and land from the Milwaukee. Sisseton Line Associates was formed to purchase the motive power, rolling stock and other appropriate equipment. Dakota Rail Inc. was formed to operate the line after the land and equipment was acquired. The groups began negotiating with the Milwaukee, culminating in the purchase of the line and establishment of the new railroad.

During this period of negotiation, Ross searched for suitable motive power for the new railroad. While the SDL39s had been effective power for the line, the cost of acquiring such a new and useful unit from the Milwaukee was prohibitive. What was needed were relatively light, slow speed but powerful units that were available at a reasonable price. The answer was found in the Minneapolis dead line. The 81A, 81C and slug SE2 were in fairly good shape, having been reworked in the early 1970s and then being largely restricted to helper duty. The units were pulled from storage and sent to the Minneapolis, Northfield & Southern's shops at Glenwood Junction in March 1982. After checkout and minor repairs, the MN&S interchanged the units to the Milwaukee in early April for the move west. But a snag had developed in Dakota Rail's plans.

At the same time Ross and the SLA companies were negotiating with the Milwaukee, the State of South Dakota was attempting to preserve service on the Miles City main line, which carried coal trains essential to a power plant at Big Stone City, ten miles east of Milbank. Eventually the South Dakota Rail Authority purchased the 480 miles of railroad from Ortonville, Minn., to Terry, Montana, for $37,700,000, with the Burlington Northern agreeing to operate it. The last run under Milwaukee ownership took place on March 31, 1982, with the BN taking over on April 18th. The last Milwaukee train on the Sisseton branch left Sisseton on March

26th behind SDL39s 589 and 585, arriving in Montevideo, Minn., in the wee hours of the 27th. Dakota Rail had hoped to begin operation in mid-April but wanted to continue to interchange traffic with the Milwaukee Road, since most of its business was headed for points on the Milwaukee or the C&NW. Therefore, a trackage rights agreement had to be worked out for the Milwaukee to operate over the BN between Ortonville and Milbank (12 miles). Getting the Milwaukee Road, the BN and the South Dakota Railroad Authority to all agree proved to be a difficult task, holding up Dakota Rail's start-up until an agreement was reached early in June.

In the meantime, the Dakota's Fs sat in Montevideo, waiting for the start-up of operations. Taking advantage of the delay, Ross and his crew set to work repainting the units. Ross had reviewed several photos of F units in various schemes and finally settled on a variation of the Western Pacific paint scheme, substituting blue for silver on the sides of the units, to increase visibility in the rural countryside. Orange was retained on the nose and down part of the F's flanks, while a nose herald with a buffalo surrounded by the words DAKOTA RAIL took the place of the "Feather River Route" emblem. The results are striking.



With the trackage rights agreement finally a reality, the units moved west in the consist of the Milwaukee's Milbank Patrol early in June. The cab units headed north on their first journey for Dakota Rail on June 4, 1982, being welcomed at Sisseton by the delegation of state and local officials. Since that time regular operations have found Dakota Rail crews going on duty at Milbank between 6:00 and 8:00 a.m., Monday through Friday, in time to meet the Milwaukee's patrol from Montevideo, which is called there at 4:00 a.m. and frequently rates an SDL. After picking up empties from the Milwaukee train, the two-man crew heads north for Sisseton, usually arriving around midday. After switching and a pause for lunch, the train heads back for Milbank, occasionally stopping at the Peever or Wilmont elevators. Arrival at Milbank is in the early evening. Because of poor track conditions, trains are generally limited to 25 cars, requiring the use of only the two A units. When track conditions improve and longer trains are possible, the slug will then be utilized. Although weekend operation is not normal, they may run on an occasional Saturday if work is heavy.

At present, Dakota Rail's rolling stock consists of 80 100-ton covered hoppers on lease, filling in with Milwaukee Road cars as needed. The rail line also owns four ex-Milwaukee lightweight passenger cars: two coaches, a baggage-dorm and parlor-lounge *Wisconsin Valley*, which presently houses the railroad's general office where President Jerry Ross presides when he's not on the road.

The future for Dakota Rail looks good; with the major shippers on the line heavily and directly involved in the railroad, traffic should remain constant, assuring a source of revenue for rehabilitation. The line hopes to receive a Federal grant this year for track work, but even without it hopes to have the line up to FRA Class 2 standards by midsummer 1983. Already planned for late 1982 is construction of a new enginehouse (the units are presently stored outside) and a new office to replace the *Wisconsin Valley*. The passenger cars will, it is hoped, be used for occasional promotional or shipper outings. Dakota Rail has also not ruled out the possibility of future expansion, particularly if the Milwaukee decides to cut back the Ortonville main to the Twin Cities.

So it appears that orange and blue Fs will continue to gather mileage, continuing a tradition begun by the Milwaukee Road and ending with a colorful maverick short line.

A TYPICAL DAY, June 11, 1982, finds the Dakota Rail orange and blue F7s (see page 67 for a color photo) awaiting departure from Sisseton (top left) after switching out the numerous grain hoppers (above) loaded by the ex-Milwaukee line's new owners.

Part One: A traditional Mississippi River carfloat continues to serve the Missouri Pacific, linking Natchez with Louisiana.

mo-pac's

"Captain Meeks, how's the river look?" Via his radio, the captain replies, "Three blocks out," as he views the swiftly-flowing Mississippi River from the pilot house on the motor vessel *Natchez.* Thus begins another typical day for the crews of the "MoPac Navy."

The MoPac Navy? This seemingly incongruous term is somewhat affectionately applied to the Missouri Pacific Railroad's unique Mississippi River transfer service which operates a tug-powered railroad barge, linking this mighty mid-continental rail carrier's trackage at Vidalia, Louisiana, with its lucrative facilities in the historic city of Natchez, Mississippi.

Before explaining the opening quotes and exploring the facets of this intriguing freight car transfer service, let us begin by taking a look at some background.

Technically, Natchez is located at the eastern end of the Missouri Pacific's Vidalia Industrial Lead, an 8.8-mile stretch of track between Ferriday and Vidalia, La., which in turn is part of the Louisiana Division's Collinston Subdivision. Before being merged into the MoPac System in 1965, the operations on the east bank of the river at Natchez belonged to the Natchez & Southern Railway, a wholly-owned subsidiary of the Missouri Pacific by the time of the merger.

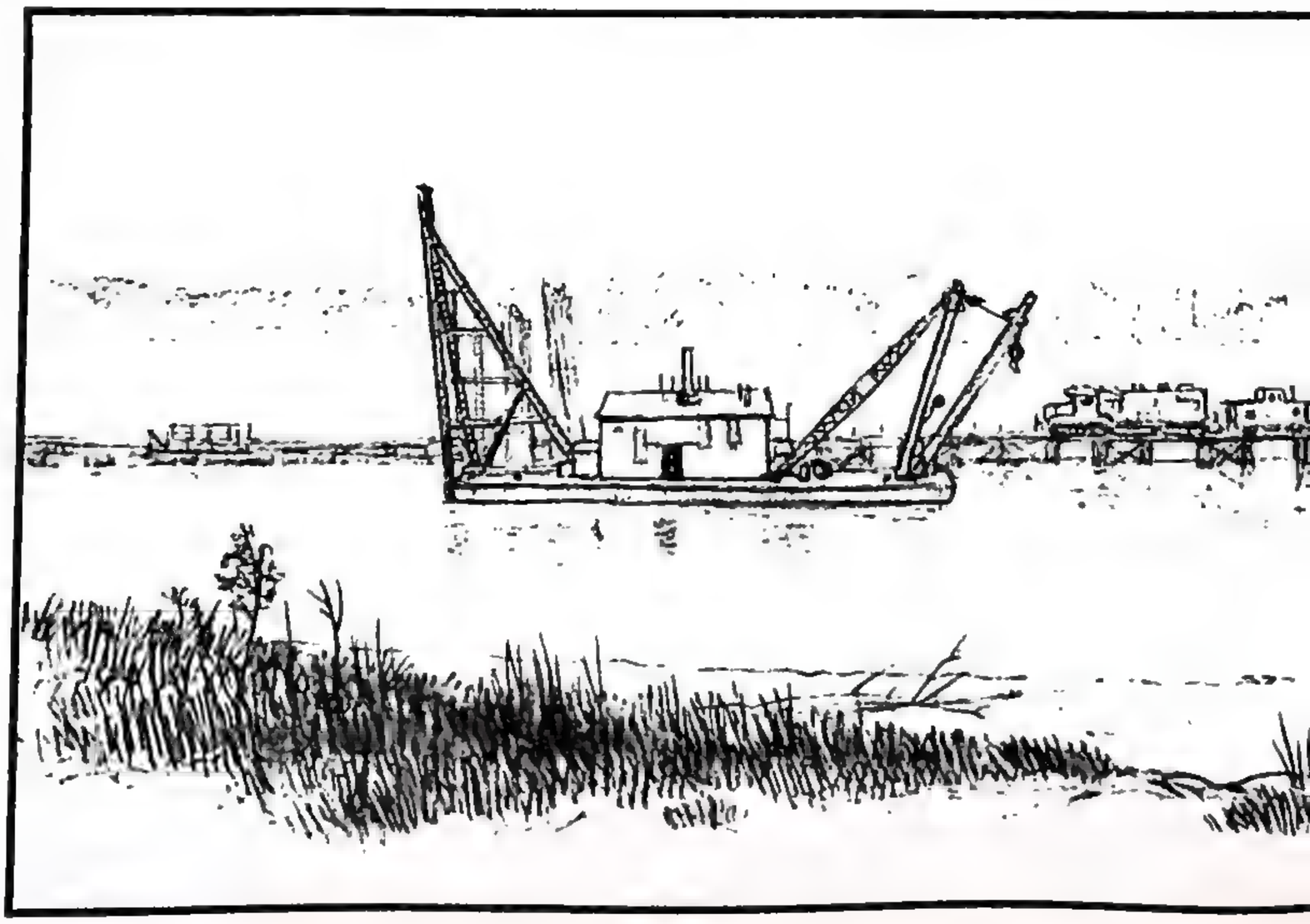
According to an article on the N&S appearing in the August-September 1959 issue of *Missouri Pacific Lines Magazine:* "The Natchez & Southern was originally built as part of the New Orleans & Northwestern Railroad, which was completed from Natchez to Bastrop, La., in 1894. The latter line was foreclosed and sold to the St. Louis, Iron Mountain & Southern Ry., in 1902. The former New Orleans & Northwestern property from Vidalia to Bastrop was integrated into the Iron Mountain System; however, that portion of the railroad situated in the State of Mississippi was incorporated by the Iron Mountain in December 1902 as the Natchez & Southern Railway Company to perform switching operations in Natchez.

"The river transfer boat operations, including transfer boat equipment and the incline tracks at Natchez and Vidalia, were originally owned by the Natchez & Louisiana Railway Transfer Company. That company remained in existence until 1956, when it was consolidated with the Natchez & Southern, with the latter assuming all of its services."

The article also points out that at one time the N&S was considered to be the shortest operating railroad in the country, having but 2.34 miles of track. However, when in 1950 the short line extended its iron to 3.69 miles of main track and 7.21 miles of side track in order to serve a newly-constructed $50 million paper mill, it lost the distinction of being the country's shortest line.

After the Missouri Pacific took over, the railroad explored possibilities of having a bridge constructed over the Mississippi to eliminate the increasingly expensive river transfer service. But it soon terminated this idea when neither Natchez nor the State of Louisiana was willing to help fund the project. While ferry operations are expensive, the revenues generated by the aforementioned paper mill, owned by the In-

ARTWORK AND PHOTOGRAPHY: BOB KARSTEN



by Bob Karsten

navy

ternational Paper Company, continue to make the service to Natchez profitable. In fact, the IP mill is not only the single largest customer on the N&S side of the river, but also provides the majority of all revenues for the MoPac from Ferriday to Natchez.

In Natchez, the MoPac conducts a lively interchange with the Illinois Central Gulf. In reality, as far as numbers of cars are concerned, the ICG actually dominates the IP business, although MoPac crews and equipment do all the switching and handling of cars at the mill, via N&S trackage. To facilitate this partnership, the ICG, in joint authority with MoPac, pays more than half of the salaries for the latter carrier's employees serving the paper company.

Coming into Natchez on two Mississippi Division lines—those of the Natchez District (from Jackson) and the Central District (from Hattiesburg, formerly the Mississippi Central)—the ICG arrives with trains averaging 50-80 cars in length, though at times consists up to 140-150 cars are not uncommon. These cars are delivered to MoPac's "Uptown Natchez" yard, for transfer to the International Paper Co. plant, as well as to other businesses located in Natchez that are served directly by MoPac.

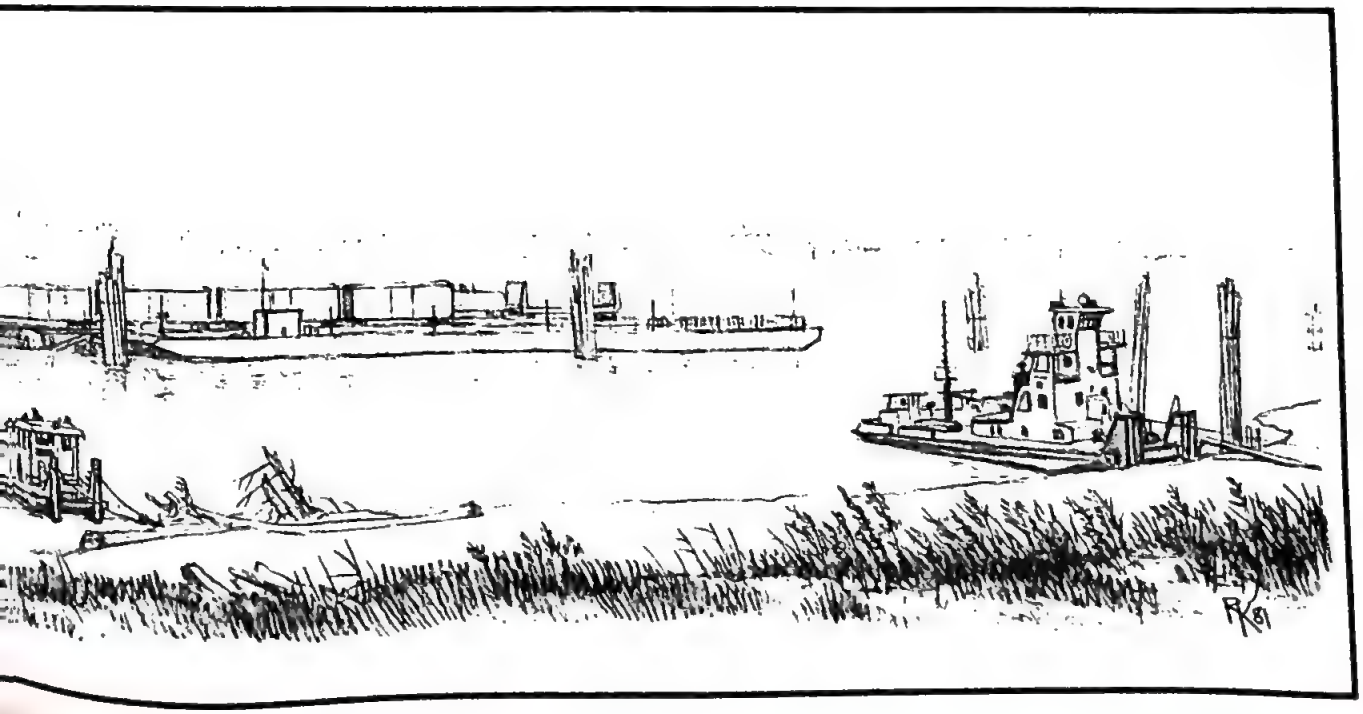
The MoPac's own contribution to the inbound traffic, albeit smaller than that of the ICG, arrives by way of a tri-weekly job from Monroe, La. This train, No. 787, leaving Monroe at 7:00 p.m. Sundays, Tuesdays and Thursdays, uses the Collinston Subdivision to reach Ferriday, tying up there in the yard around 7:00 the following mornings. After their eight hours off, the crew returns to Monroe with No. 788, leaving Ferriday between 5:00 and 8:00 p.m., on Mondays, Wednesdays and Fridays. Before service was cut back to Tallubah and St. Joseph on the Lake Providence Subdivision (which joins the Collinston Sub at Clayton Junction, north of Ferriday), a tri-weekly job (778) also served the Natchez area from McGeehee, Ark., thus at that time providing Ferriday with a total of six inbound trains a week.

Although the MoPac presently supplies the Natchez area with cars from only three trains a week, the ICG's bulk of the traffic more than makes up for any slack, thereby insuring that the five daily jobs assigned out of the Mopac yard office on the east side of the river are provided with a healthy amount of steady work. One of these jobs, the 794 T.S.E. (Traveling Switch Engine), which is called for 8:00 a.m. at Ferriday, concerns itself entirely with serving the Ferriday to Vidalia section, including the river transfer business on the Louisiana side. The other four confine themselves to the Mississippi side of the river. One, the 8:00 a.m. River Job (YB-22), deals primarily with river business at Natchez, while the other three —the 6:30 a.m., 2:30 p.m., and 10:30 p.m. jobs—are basically IP mill switchers. However, the latter two tricks also handle the other industries in Natchez as well. As far as the river transfer operations are concerned, the MoPac usually makes three to four trips — with a total of 30 to 40 cars—across the Mississippi every day.

The Louisiana side

Let's take a closer look at what normally can take place during a day's time in and around Natchez, and specifically, how it relates to the star attrac-

THE VIDALIA, LOUISIANA, transfer facilities, as seen from the Mississippi River levee, finds the Traveling Switch Engine's GP18 making the last move of the day; the Motor Vessel *Natchez* is already tied up on the bank. In the center is the N&L work boat, also tied up on the bank. Moored to cluster piles is the big pile driver.



tion there, the river transfer operations.

To begin, we should briefly visit the MoPac's Monroe, La., facilities which not only support a sizeable yard and provide Natchez with its tri-weekly trains but also house the headquarters of the Louisiana Division. Here, in a spacious second floor office overlooking the yard, we may find Division Superintendent Lee A. Roach busily attending to the vast array of railroad business which daily concerns his district. An affable man keenly interested in his railroad, Superintendent Roach is noticeably well liked and respected by all his employees. The businessman in him makes Mr. Roach quite aware of the financial difficulties the Mississippi River transfer service's high operating expenses can inflict on his railroad, but, being a railfan at heart, he is quick to point out he enjoys the realization that such a unique operation still exists—and that it is part of his division as well. Over the years, officials and interested parties from around the world have visited the facilities at Natchez for the purpose of gathering information and ideas for similar operations back home.

Departing Monroe Yard in the evenings three times a week, the train 787 bound for Ferriday rolls north on Monroe Subdivision trackage until Milepost 481, where it gains access to Collinston Subdivision iron, and consequently a southeasterly course to Ferriday, in Concordia Parish, a distance of 82.3

mo-pac's navy

miles from Collinston. The intervening parishes along the way (Morehouse, Richland, Franklin and Catahoula, as well as Concordia itself) are situated on rich alluvial soils of the Mississippi floodplain and consequently are extensively rural and agricultural. Therefore, most setouts and pickups made along the way by the crew of 787/788 will concentrate on gondola loads of agricultural limestone and other similar carloads related to the rural economic base of the area.

Other than supplying both the Natchez area and the Collinston Subdivision with cars and products, the train from Monroe has one other function: that of delivering locomotives to the crews working out of Ferriday and Natchez. Normally 787/788 will have two units. In addition, one engine is kept at Ferriday for use by 794's crew, while two others are stationed at Natchez, one each for the River Job and the Mill Jobs. These three are swapped regularly every three to four days with fresh units brought down from Monroe by 787. Although the engines used in Natchez are routinely refueled and serviced in Monroe, a unit can be refueled in Natchez if necessary, by a truck called in from a local bulk plant. Also, carmen there can take care of the smaller servicing jobs, such as maintaining the locomotives' brakes and sanding equipment. Power usually seen on 787/788, as well as on the jobs around Natchez/Ferriday, consists mainly of GP18s, GP38s, GP38-2s, sometimes older GP9s, and at times lately, newer GP15-1s. Although one engine is always kept on hand in the Ferriday yard, 794's crew will not only take 787's consist when it arrives in the mornings, but also its power, leaving the other unit in the yard for use on alternate days, during the absence of the Monroe train.

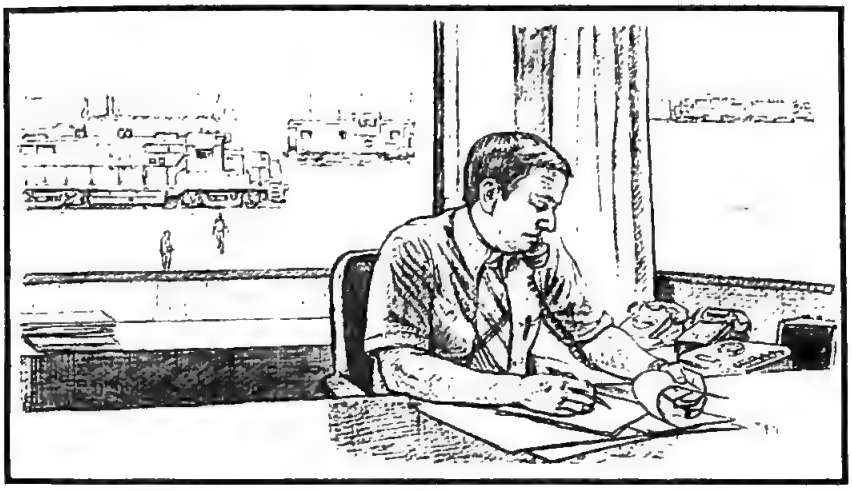
The Ferriday T.S.E.

A Thursday morning in late March. The sun, appearing like a hazy, red fireball on the eastern horizon, slowly rises to begin burning off the mists and ground fog accumulated during the cool night. A sunny, pleasant day is apparently in store.

By 8:00 a.m., it's already warm enough for the crew of MoPac's 794 T.S.E. to begin shedding their jackets as they arrive for work in the Ferriday yard. Today, they board a single GP18 1988, left in the yard for use on alternate days when 788 is back in Monroe. Yesterday, while the Monroe train was in town, the local crew took its power, GP15-1 1589 and GP38-2 2073. (On days like that, the 788 is boarded by the T.S.E. crew at Ferriday and forwarded directly to the yard in Vidalia. There, the regular Monroe caboose — in this case, offset wide-vision cupola type 13543 — is cut off and left at Vidalia while the crew continues with its daily jobs, by now using its own caboose, a Northeast-styled center-cupola type, 11004, which is tied behind 787's power. Being an older caboose, built in 1937, it is preferred on this river transfer job since it not only sports the proper hook for adjusting the cradle prior to loading the barge, but also lacks the cushion drawbar found on newer cabooses which hinder the cradle operations.)

Today, the Traveling Switch Engine will have only the GP18 and the local caboose. Climbing into the cab of 1988 and getting settled behind the throttle is engineer Fred Blakeney, who originally worked out of North Little Rock and Monroe before becoming the regular hogger on the 794 T.S.E. Joining him are conductor Ellis Owens and two young brakemen, Lovice Beard and C. Don Burns — all, like Blakeney, regulars on the job.

Their first move this morning will be



LOUISIANA DIVISION Superintendent L.A. Roach has his ear to the phone in his office in Monroe. Down in the yard, engineer Jody Lofton, working as the day hostler, is walking towards yardmaster George Dent.

a little out of the ordinary: they must head north 5.5 miles to Clayton Junction where they will enter the Lake Providence Subdivision and travel another eight miles up this no-longer-regularly-used portion of track — which now posts a 10-m.p.h. speed restriction — to Milepost 549 where there are stored about 50 MoPac cars and empty TTX machinery flats. These cars will have to be dragged south this morning and spotted closer to the Junction for future movement.

By the time the T.S.E. arrives at M.P. 549, a MoPac pickup pulls up, driven by the assistant trainmaster out of Natchez, Jim Roark, who would like to check with the crew on certain points regarding the move. Prior to his signing on as assistant trainmaster with the MoPac on August 11, 1980, he had been a trainman for 15 years on the Rock Island, working out of Little Rock. An extremely warm and friendly man, Jim flashes a broad smile as he greets his crew, all of whom he regards with pride, knowing them to be exceptional employees and men he can trust implicitly. It is clear from observing the assistant trainmaster that he obviously approaches his new position with a great deal of enthusiasm.

With the "store" cars tied to the Geep's caboose, the Switcher is ready to slowly return to the Junction. Traversing flat delta land on tracks laid straight as an arrow, the crew passes the time enroute by reflecting on the changes wrought upon this land over the last few years. Until recently, when much of this area had been converted to open farmland, the tracks used to slice through miles of uninterrupted woodland, full of wildlife. Now only stretches of bottomland remain; here, the promise of the approaching spring can be seen — the hardwoods, both the saplings as well as the old patriarchs, support a canopy of delicate young leaves, brilliantly green in the morning sunlight. Beneath them, a vast carpet of ground-hugging Louisiana Palmetto seemingly protects the feet of their larger relatives which stoically stand in soils freshly washed by the spring floods.

Finally arriving back at Clayton Junction around 11:25 a.m., the 50 store cars are set out, with a cut being made near the head end to allow for a road crossing. About 20 empty machinery flats, temporarily spotted on the Collinston Subdivision main just north of the junction, are then added to the other store cars. These 20 flats, which had been stored originally on the Lake Providence Sub. near the junction, had to be removed earlier this morning by

THE CREW of the 794 T.S.E. job poses with Assistant Trainmaster Jim Roark on the caboose; left to right are conductor Ellis Owens, brakemen C. Don Burns and Lovice Beard, and engineer Fred Blakeney. Their GP18 has the cars to be stored north of Clayton Junction.

the T.S.E. crew and placed on the other main, in order to reach those at M.P. 549. Machinery flats such as these are used primarily in this area to deliver farm equipment to local dealers. Today, one such car, containing a John Deere combine, is in Ferriday Yard waiting to be unloaded. In addition, a Ferriday International Harvester agent also receives his shipments via rail.

With the business of spotting and tying down the store cars completed, T.S.E. 794 caboose-hops back to Ferriday Yard. Here on track 2, a loaded MoPac chip hopper, 592489, awaits. The yard, which consists of three tracks of 30-car capacity each, is otherwise empty today. At 12:15 p.m., the hopper is joined to the caboose to be taken to the yard in Vidalia for placing on tomorrow's train to Monroe.

Leaving Ferriday Yard, 794 passes the facilities of Pickens Lumber Company, from where the chip hopper's load originated. Barely past the lumber mill, the train arrives at Concordia Junction (M.P. 643.4), an interchange point where tracks of a short line from Jena, the Louisiana Midland Railway, join those of the MoPac. Hard luck has recently befallen this plucky short line. Not only has the company lost its operating rights over former Rock Island trackage between Hodge and Alexandria, La. (in favor of the Hodge-based North Louisiana & Gulf), but it has also had its main line between Jena and Ferriday severed by a fire in 1980, which destroyed the timber trestle leading to its Black River bridge at Jonesville. A pending lawsuit against parties supposedly responsible for leaving a burning mattress against the trestle has so far prevented the rebuilding of the span. These unfortunate incidents have left the Louisiana Midland's Vice President and General Manager Francis Goynes with little more to do than direct the activities of one switcher (ex-Erie Western Alco RS3 1600) based at their interchange with the MoPac's Monroe subdivision main in Georgetown, and one switcher (ex-Providence & Worcester/ D&H RS3 4078) left isolated at Ferriday while the Black River bridge remains out of commission. Here in Ferriday, the short line's business amounts to but a few cars assigned to on-line industries.

Today, the T.S.E. must pick up a Masonite Corp. all-door box off the 14-car capacity Louisiana Midland interchange track for transfer to Vidalia. Doing the honors on the ground here for the crew is young brakeman Lovice Beard who proudly — though because of his profession, somewhat incongruously — tops his bearded face with an olive drab U.S. Army-type service cap.

With the Masonite car now part of 794's consist, Concordia Junction stands empty save for two remaining cars, an orange NIRX 50-foot plug door box used for transporting drilling mud to area oil field suppliers, and a black 50-foot chemical tank. Leaving the interchange, the train slowly rolls past two industries: Union Compress, which ships some cotton in the spring and receives seed in the fall, both by way of MoPac, and Budco Distributing Co., a Budweiser dealer who also receives some carloads from the railroad.

Along this stretch of the Industrial Lead between Ferriday and Vidalia, the line crosses more flat delta land as it parallels U.S. Routes 65 and 84, while having the levee of the "Old River" within sight on its north side. Along its Louisiana boundary, the Mississippi River is characterised by a series of meanders, or loop-like bends. During the course of time, these will gradually shift, caused by the steam cutting new channels. At times, a permanent cut-off will be created when the points of a meander approach each other closely enough to leave only a narrow, constricting neck. It is within such a resulting cut-off that an oxbow, or crescent-shaped lake, will take form. Old River is an example of this.

Fresh green spring grasses blanket the slopes of the lake's levee and its adjacent pastures, both of which support herds of cattle, mostly mixed strains showing obvious partial Brahman ancestry. At one point, a small white church, with cattle grazing almost at its doorstep, fronts the railroad embankment. To its right, gardens of luxuriant greens obviously keep the occupants of neighboring homes well fed. Also seen from the cab of 794's low-nosed Geep are numerous oil field supply yards and related businesses which line the south side of the adjacent busy highway. All manner of equipment and supplies can be seen, from pipe and workover rigs to trucks, floats and mechanical donkeys.

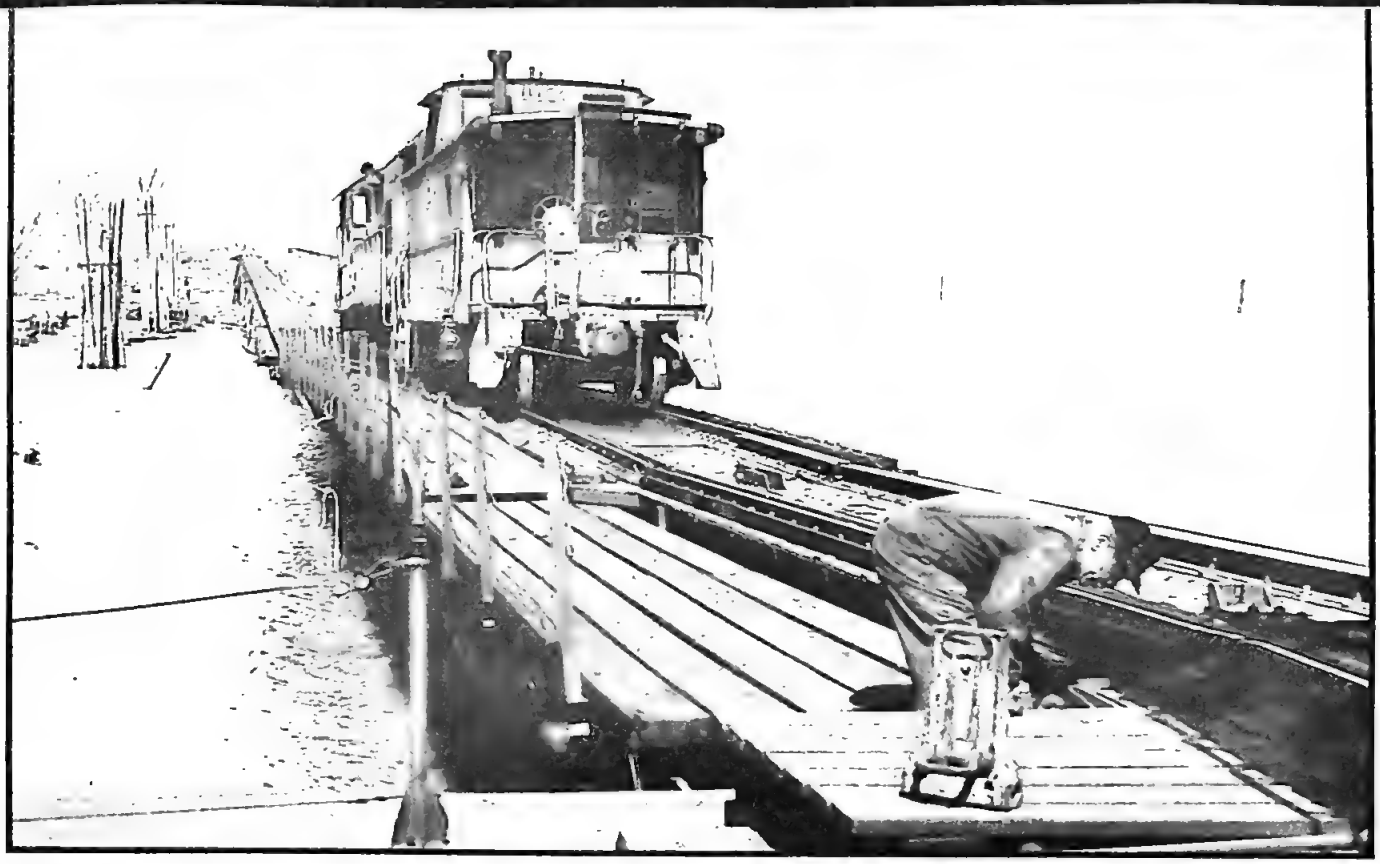
After entering Vidalia and passing alongside U.S. 65-84's ubiquitous self-service fuel stops, fast food restaurants and shopping centers, the T.S.E. arrives at the yard around 12:50 p.m., and after shoving its two cars onto No. 2 track, runs light to the yard office. Vidalia Yard contains three tracks: No. 1, with a 45-car capacity; No. 2, which can hold 43 cars; and 38-car No. 3 track. It also has a wye for turning engines used on the Monroe train. At one time, the office housed an agent and clerk but now serves primarily as a place to call in for orders and provides the crews with a place to eat lunch. And lunch is precisely what conductor Ellis Owens' crew has in mind as they step into the small building to take a break before tackling the unique part of their operations: that of working the river transfer. Around 1:00 p.m., Ellis uses the phone to ascertain today's river level and is told that, "the cradle is one block under."

VIDALIA YARD isn't a fancy place, but the yard office is utilitarian. GP18 1988 has caboose 11004 in tow for use working the river transfer.

Working the barge

After lunch, the men join their Geep and caboose to six LOAM boxes which already were in the yard when they arrived, and drag them a short distance east to the Mississippi River levee. Here they will be set out temporarily in a small holding yard atop the levee until the motor-vessel-powered transfer barge — which is already awaiting 794's arrival — can be unloaded of its westbound traffic.

Looking out from the levee over "Ol' Man River," one can sense its great power. Being classified a lowland stream, this giant is loaded with sediments and experiences a wide range be-



DECKHAND SAMUEL DAVIS prepares to disconnect the apron from the bow of the barge *St. Genevieve* as the 1988 heads back up the cradle after delivering its cars on the Vidalia side for the trip across the Mississippi to Natchez. The long cradle is on railroad wheels and rides the incline track; it is rolled up or down to adjust to water level.

tween its low and high-water levels. While the Louisiana shoreline is typified by flat land of the Mississippi floodplain, the far shore at Natchez is marked by steep bluffs composed of loessial-type soils which, when eroding, maintain a rather vertical face. Here, upland hardwoods make up much of the main vegetation. A little farther upstream on the east bank, past the lacy U.S. Rts. 65-84 bridge, the famous "Natchez Under the Hill" section of town can be seen. Literally at the base of the Natchez bluffs, this historic spot serves as the mooring area for two well-known riverboats, the *Delta Queen* and the *Mississippi Queen*, which make the city one of their regular ports of call.

To reach the barge from the high flood-control levee, engineer Fred Blakeney must back his locomotive, with caboose 11004 leading the way, down a timber-trestled incline. Because the river's water level fluctuates so much, a more conventional fixed-level type of docking arrangement would be of no use here. Instead, a 1,734-foot incline, with a 3.5% grade, was built into the sandy loam of the river bank.

Riding atop this structure is an additional trestle, one equipped with railroad wheels, known as the cradle. This trestle on wheels has a shape that wedges outward from the point its own rails taper to meet the incline's rails, to height of 13'2" where it ends to serve as a docking terminal for the barge. To accommodate the almost daily fluctuations of the river, the cradle can either be pulled up the incline or shoved down, by means of a cable, thus providing a ramp of proper elevation for loading or unloading the vessel. Moving the cradle is accomplished simply by attaching the cable, which lies exposed on top of the rolling structure, to a hook located underneath the elderly caboose; the locomotive then provides the necessary power for either shoving or pulling, to make the proper adjustment.

The end section of the cradle, serving as the ramp leading to the barge, is referred to as the "drop rail."

Set on a swivel, this also is adjustable and can automatically move up or down to accommodate the varying weights of cars rolling from cradle to barge. The drop rail must be set as horizontally as possible when adjusting the cradle in order to facilitate a smooth transfer of cars. At times when the drop rail angles down a little from the cradle, the middle of a long car can actually get caught, raising the car's trucks right off the rails! In such instances, should the cars remain coupled — and, should the crew be lucky — the adjoining cars can pull the dangling one back down onto the rails.

Part of the construction forming the drop rail's swivel just happens to consist of a set of timber blocks, set one on top of the other; it is these blocks which are conveniently used to sight the river level in relation to the adjustment of elevation required for the cradle. Before loading and unloading the barge, the conductor on either side of the river contacts the captain of the motor vessel to determine by what degree the cradle needs adjusting. This the captain can ascertain simply by sighting the slope of the cradle in relation to the bow ramp on the barge, and translating this sighted measurement into how many of those blocks under the drop rail are exposed above water. He will then inform the conductor of the number of blocks needed to be shoved under water or raised above — even to half a block — in order to create the desired horizontal ramp. Hence, this article's opening quote, "three blocks out," when asked of the captain, "How's the river look?"

mo-pac's navy

On some days, it may not be more than "half block under" or "out."

When the train's crew prepares to attach the cable to the caboose's hook, they, too, can sight the blocks from a platform on the cradle to determine how far their locomotive must push or pull. This whole operation, on both the captain's as well as the crew's part, is accomplished purely by sight and feel — by "the seat of their pants," so to speak.

Today, according to what conductor Owens has been told over the phone, the cradle is one block under. While brakeman Lovice Beard waits on the levee to work the set-outs and pick-ups in the holding yard, Ellis Owens and brakeman Don Burns ride the caboose down the incline ahead of the GP18. Engineer Blakeney eases his Geep to a halt when the caboose's hook comes into position over the cable. After Don unloads from the back onto the adjacent platform, he reaches under the caboose and hooks up the cable. Don Burns, another typically exceptional employee out of the Natchez office, is a quiet young man who knows his job well. In fact, he was brought up in that kind of environment, since his father was a railroader himself with the Missouri Pacific. The hook now in place, the 1988 moves slightly forward to pull the cradle the required one block. After unhooking the cable, the conductor and his brakeman climb aboard to resume their journey down the incline and onto the barge to retrieve the first of two cuts of cars awaiting them.

GP18 1988 is using sand on the long incline track as it drags the cars off the *St. Genevieve* and up the bank into the yard on the Vidalia side.

Deckhand Samuel N. Davis, a veteran from the former Natchez & Southern, greets the crew as they board the *St. Genevieve.* The barge, which is believed to have been built around 1903, was originally used by the Missouri & Illinois Railroad in transfer service across the Mississippi between Kellogg, Illinois, and St. Genevieve, Missouri, before being absorbed into the MoPac System. Rated at 1698 tons, the *St. Genevieve* is 286½ feet long, 54 feet wide, 11 feet deep and has a light draft of two feet. By having three sets of tracks on its deck, the barge has a capacity of eleven 50-foot cars, or a maximum of 13 short cars. When the barge approaches the cradle, the ramp on the bow of the *St. Genevieve* — the male end — must fit perfectly into the female end of the cradle's drop rail section in order for the rails to join. Due to their design, the two sections will always slide together easily to facilitate this alignment. The barge is then secured to the cradle by means of turnbuckles.

Providing the muscle for the *St. Genevieve* is a 900-h.p. diesel-electric motor vessel, the *Natchez,* which lashes itself to the stern of the barge. Built in 1960 by the Missouri Valley Shipyard in Leavenworth, Kansas, the vessel has an appearance similar to that of many towboats plying the waters of the Mississippi. It is 80 feet by 28 feet and has a load draft of 9 feet and a light draft of 8½ feet. Its two 450-h.p. diesel tow motors power two electric traction-type motors which in turn activate the vessel's twin screws. Being submerged in a "tub" at the stern of the *Natchez*, the props can rotate in either direction to maneuver the boat, which consequently has no rudders. Furthermore, the twin screws can operate together or against each other to aid in turning and navigating the vessel. The traction motors are housed in two cabins located at the stern which can be tilted up to provide access for servicing.

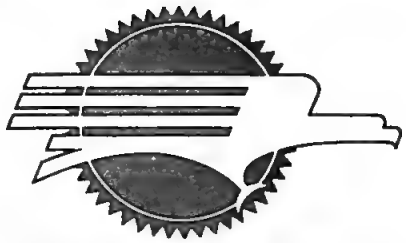
Crewing the *Natchez* along with deckhand Sam Davis are another former N&S employee, chief engineer Walter W. Haley, and Captain Calvin "Buck" Meeks, who worked for the Arkansas Valley Dredging Co. before joining the MoPac team. Calvin Meeks replaced veteran Captain Orvis D. Marlow, who retired in August 1976 at the age of 70, after serving a total of 25½ years on the Natchez & Southern and then the Missouri Pacific. Captain Marlow can remember that his father helped build the incline and road down to the ferry operations on the Natchez side in 1898. The facilities were then built at Jones Mill, a little further downstream from their present location, to where the incline was moved in 1935. In addition, he still remembers when, in 1926, the transfer operation was powered by the steamship *Willard V. King.* The *King*, in turn, was replaced by a handsome 165.4-foot sternwheel steamboat, the *James Y. Lockwood,* which was built at McKees Rock, Pa., in 1896. The *Lockwood* was captained by Gilbert J. Savoy, under whom Mr. Marlow served as master of the first watch. Contrasting with its modern onboard two-way radio system was the boat's huge traditional 10-foot pilot wheel which was operated by means of levers. Serving as the *Lockwood's* barge was the remains of a New Orleans transfer boat, the *George H. Walker.* Finally, in 1961, the picturesque sternwheeler was replaced by the present motor vessel *Natchez.*

This afternoon's transfer brought nine cars across the river on the *St. Genevieve* — all boxes, a mixture of MoPac, Frisco and Railbox. These cars were set out on the barge in two cuts, one on each of the two outer tracks. After pulling the first cut off the barge, engineer Blakeney eases the cars back on, this time joining them to the remaining boxcars, aided by brakeman Burns. Fred puts the reverser in forward and begins to notch out the throttle; the 1988 strains, then amidst a good display of exhaust smoke, starts to slowly drag the nine cars up the long incline. At the top of the levee, conductor Owens unloads to man the turnout leading into the holding yard where the cars off the barge are dropped and the six LOAM cars joined to the Geep and its caboose. Ellis, who became regular boss on this job several years ago following the previous conductor's retirement, can remember when, in 1973, the river's extreme high waters had forced the cra-

dle to be placed way up on the incline, at the very crest of the levee! This presented a strange sight to the railroaders, and some awkward working conditions as well. Especially, when a rattlesnake, chased out of its normal hiding place by the flood waters, momentarily placed itself squarely between the crew and their work!

Following the set-out and tying-down of the six LOAM boxes on the barge — again, in two cuts — Ellis Owens' crew boards their caboose around 1:55 p.m., and retreats back up the incline to take the cars into Vidalia Yard for blocking into tomorrow's train to Monroe. Back on the barge, deckhand Davis sets the steel chocks to secure the boxcars before crossing the river.

While we're still on the Louisiana side of the river, two more pieces of equipment should be mentioned. One is a barge-mounted pile driver employed to maintain the incline's pilings as well as the cluster piles (or landing clusters). When not in operation, this barge can normally be found tied up at the landing clusters along the Vidalia incline. These clusters, the piles of which being either untreated white oak or creosoted pine, depending on their location, are driven along the downriver side of the incline not only to provide a means for guiding the *St. Genevieve* to the cradle, but also to prevent the vessel and barge from being swept out of position due to the river's strong current. The groupings of piles in each cluster are pulled tightly together at the top and wrapped by at least four turns of 3/4" steel cable. The other piece of equipment operated by the railroad for maintaining the incline and clusters is a small work boat, known simply as the "N&L Work Boat," which was built in Oakeville, Missouri, by the Barber Boat Works. The "N&L" part of its name refers to its original owner, the Natchez & Louisiana Railway Transfer Co. When not used to ferry bridge crews to a work site on one of the inclines on either side of the river, the little vessel is tied up at the Louisiana bank, which today, because of low water, is a sandy beach liberally strewn with driftwood.



mo-pac's navy

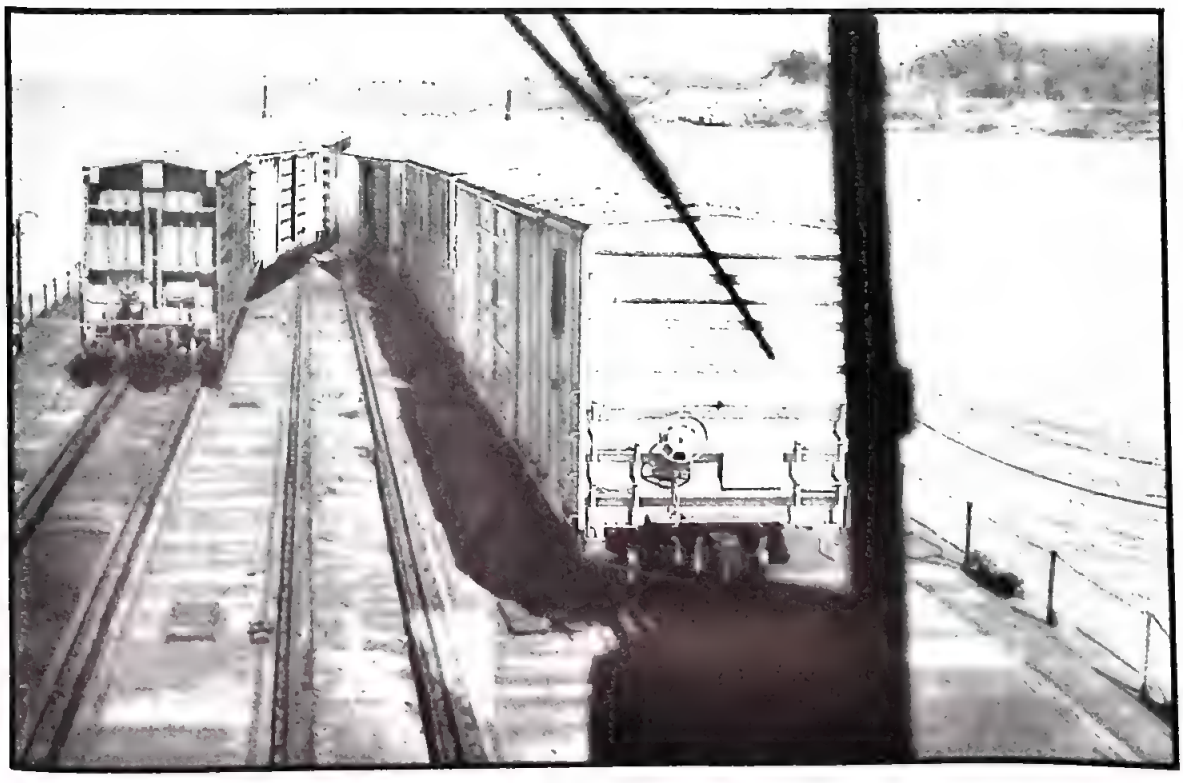
Although the river presently is low, the *St. Genevieve* is still floating in about 20 feet of water at its berth with the cradle. However, one phenomenon can affect the transfer operations during falling stages in the river. This occurs in the form of a gigantic sand bar which actually moves up and down the Mississippi here, from a point north of the highway bridge to an area near the bend of the river south of the Vidalia incline. The sandbar can become a problem when it builds up just beneath the drop rail of the cradle. At such times, before mooring the barge, the *Natchez* actually has to back in towards the cradle first, using its props to bore out a channel for the *St. Genevieve.* Even then, the barge is just about able to squeeze in, coming to a rest right on the sandbar. In spite of difficulties like these over the years, the transfer operations have never been halted due to high or low water — or sandbars.

With the cars secured to the deck of the barge, Captain Meeks is now ready to ease his cargo across the mighty Mississippi River. Perched high above the silty waters in the pilot house of the *Natchez,* the captain observes several tows coming into view. Going on the radio, he contacts the captains of the towboats commandeering the lengthy tows — barges loaded with such commodities as coal and petroleum products — to determine when the channel is safe for the MoPac Navy's crew to cross.

Next issue

In the January 1983 issue we'll continue our coverage of MoPac's Navy with a look at the operations in Natchez and ride across the river. ⊂

CROSSING THE MISSISSIPPI, the six Louisiana Midland boxcars on the *St. Genevieve* are viewed from the wheelhouse of the Motor Vessel *Natchez.* That's the U.S. 84 bridge into Natchez in the background.



2716's Appalachian Odyssey

by Ron Flanary

Southern's 2-8-4 tackles the Appalachia Division.

"Boy, if the trip back on the 2716 is half as exciting as the ride down to Bulls Gap, then we're in for a real treat fellows."

"Am I going too fast for you?" replied Jim Seay, superintendent of Southern's Appalachia Division. The amiable railroad official was rolling down U.S. 23 at speeds in excess of the 55-m.p.h. limit so conspicuously posted along the roadside.

"Why no, Jim, but if it was me drivin' this fast, I'd have had five tickets by now!" I responded.

"Don't you know that division superintendents are immune from those things?" chimed in Trainmaster Bruce Baker, who would be with us for the ride back to Andover.

An unexpected return to Andover, Virginia, had forced us to hasten our trip to Bulls Gap for a rendezvous with Southern's latest steam locomotive, ex-C&O Kanawha 2716. I was trying to bridle my enthusiasm, but the anticipation of a cab ride from Bulls Gap to Andover over the severe profile of the Appalachia Division had me bubbling over with excitement on this May 15, 1982.

In my mind's eye, I tried to visualize what the engine would look like in steam, recalling the color slides of her break-in run late the previous year sent by longtime friend and Southern steam power expert Shelby Lowe. I began to recount the events leading up to this momentous day.

It was a hot, humid day in July 1963 that I first laid eyes on the 2716, reposing in quiet grandeur at the Kentucky Railway Museum's old River Road property in Louisville. Still vivid are the recollections of the Kanawha's smooth lines and distinctive C&O "front end," something I had previously seen only in magazine photographs. In overall appearance the K-4 reminded me of my beloved L&N "Big Emma's." The continued existence of the 2716—and the 14 other Kanawhas (at least at that time) of the 90 built—was in marked contrast to the senseless scrapping of every last one of the Old Reliable's 42 M-1s. While it was heartening to still have 2716 and company, I bemoaned the loss of L&N Nos. 1950-1991. A quick shot with my Kodak Brownie and the image of the big 2-8-4 was filed away with all the other displayed locomotives of the land I had seen, all never to know the pressure of steam in their boilers again.

1979 dawned as a potentially active year for our local club, the East Tennessee Rail Fan Association. During the previous decade, we had operated several trips on the Clinchfield with now-famous 4-6-0 No. 1. It had long been common knowledge that T.D. Moore, then Clinchfield's general manager and father of the road's successful excursion program, had yearned for a bigger engine. By early 1979, the railfan rumor mill was running wild with stories that the road was taking up this search in earnest. The primary incentive was the "One-Spot's" condition. The tired old Ten-Wheeler was showing the effects of over a decade of excursions, including a broken frame which was proving difficult to correct. Early on, the 2716 at Louisville was mentioned as a likely candidate.

During this same time, Universal Studio was hard at work in southwestern Virginia on the production of the movie *Coal Miner's Daughter,* the biography of country music singer Loretta Lynn. On short notice, a contract was drawn up between Universal and Southern for the use of the 4501 at Pardee, Va., on Southern's Interstate Railroad, an operating component of the Appalachia Division. The coal camp of Pardee had temporarily been transformed into "Van Lear, Ky." (actually on the C&O). Arrangements were hastily made for a passenger-carrying ferry run from Knoxville to Appalachia on March 17 and a day or two of shooting the following week. To the delight of some and the dismay of others, 4501 went lame at the last minute, so Southern substituted just-leased ex-Canadian pacific Royal Hudson 2839 as the Mike's stand-in. Just as swiftly, Southern agreed to operate two brief turns from Appalachia to Norton, Va., and return to the Interstate for Sunday, March 18th.

The warmly-received Norton trips were preceded on Saturday by a spectacular assault on the Appalachia Division's grades by the 4-6-4—as unlikely a match-up as the Virginian's Triplex running down the Northeast Corridor with an *Afternoon Congressional.*

All things eventually fell into place though, and 2839 completed her chores, including her brief scene in the movie stomping past the temporary "Van Lear" depot constructed by Universal. She looked very out of place in the lush Appalachian countryside (although one wag suggested she was merely an N&W J with a mashed-in nose!).

The success of this 1979 operation was an important event laying the groundwork for the 2716's return. Jim Bistline and the Southern had seen both the overwhelming response to steam on the Appalachia Division and the excellent way our organization had handled the trips on just four days notice. It would take some time, but Mr. Bistline promised, as had General MacArthur, that he *would* return.

Only eight days after 2839's smoke cleared Natural Tunnel on her return home, area fans were treated to the sight of the 2716 rolling down the Clinchfield main in tow behind Fs 800 and 200. The prospects for big steam on both the Clinchfield and Southern (locally) were brighter than ever, particularly with the former since Erwin would be home base for the Kanawha. But then things turned sour. As quickly as it had begun, the 2716 project died as a result of a complete change in Clinchfield's top management. In the wake of those changes, not only the 2716 project was in limbo, but the entire Clinchfield excursion program as well. Over the ensuing months, the passenger cars would be divided up and dispatched to Louisville (as partial compensation for KRM's losses with the aborted 2716 project), and the C&O (for ultimate use behind Ross Rowland's C&O 4-8-4 614). Lounge car 112 and the ex-Wabash parlor-observation *Blue Ridge* were retained by the Clinchfield, as was the "One-Spot," which eventually went to the B&O Museum in Baltimore after the formation of the CSX Corporation.

The 2716 waited at the Marion (N.C.) Machine Works, partially disassembled, while the Family Lines management tried to decide if the project was worth continuing. During this time, an offer was made to the City of Nashville to refurbish ex-NC&StL Dixie-type No. 576 to operate in place of the 2716 (which turned out to be in much worse shape than originally expected). The proposal was eventually declined by the Tennessee city.

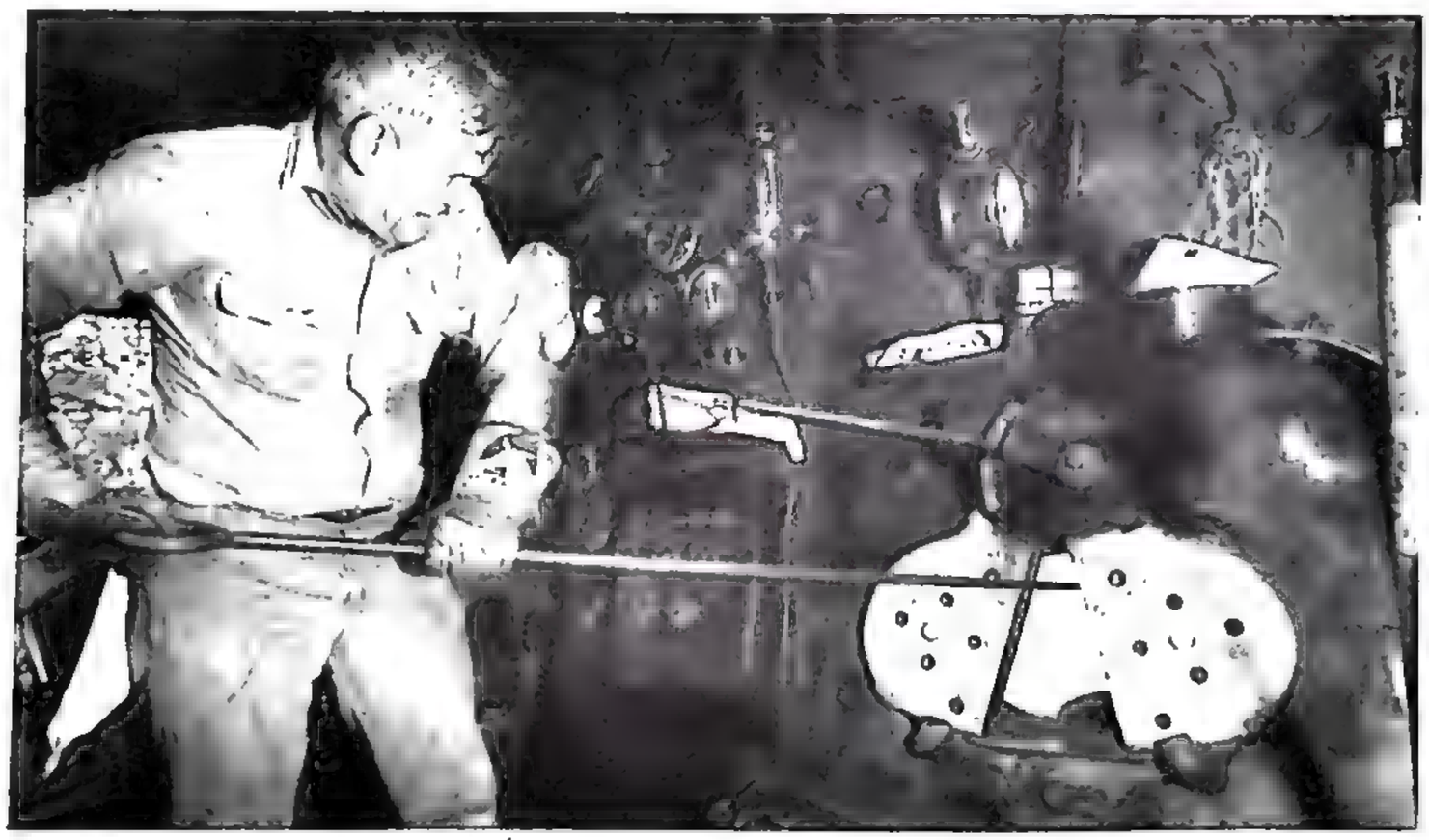
In due time, the rusting hulk of the 2716 was towed back north to Louisville along with the five Clinchfield coaches donated to KRM. There was no joy in Erwin, the 2716 had struck out.

During 1980 and '81, requests to Southern for a repeat run of steam met with little success. There were a number

NATURAL TUNNEL is just that, a tunnel carved by a stream; the railroad came along later. The 2716 rolled out the north end on May 15, 1982.

BILL PURDIE coaxed the 2716 up the 2.3% into Norton on May 16 (above) *with Interstate engineer Bill Collier behind him. Fireman Paul Brock* (below) *had to use the hook during the pull. Fireman Bill Magee* (right) *has cleaned the ashpan before the climb.*

THREE PHOTOS BILL DUNTON



of higher priority areas to operate in, primarily urban concentrations capable of easily filling 20-car trains. To compound matters, the ranks of Southern's steam stable were growing thin. Texas-type 610 had gone home, and the 2839 would do likewise by the end of the 1980 season.

In early 1981, events which would ultimately go in favor of our small club began to quickly unfold. First, the 2716 was rather unexpectedly leased by Southern and towed south to Birmingham for restoration. By fall, the engine emerged for a freight run to Chattanooga and her premier excursion run. In late February 1982, Jim Bistline called.

"Ron, would your club be interested in sponsoring the 2716 on the Appalachia Division?"

"Are you kiddin'—we are *ready*!"

We arrived in Bulls Gap just in time for the scheduled 10:00 a.m. arrival of the 2716 from Knoxville, only to learn that the train had been delayed out of John Sevier Yard and was already an hour late. The train's tardiness wasn't of major concern, considering all the things that could go wrong with an excursion. The weather was great, and the three months of ticket sales, promotion, purchases, car assignments and the myriad of details necessary for the following day's two scheduled round trips from Appalachia to Norton were almost history. Kenny Fannon, Jeff Seay (Jim's son) and I were going to ride the resurrected 2-8-4 all the way to Appalachia, and those concerns simply would have to wait until tomorrow.

In due time a deep, steamboat chime whistle so characteristic of the old Southern echoed across the Tennessee foothills surrounding Bulls Gap (I later learned that the whistle is of Illinois Central origin, not Southern). The Kanawha's new "Southern-ized" front end was a majestic sight as she loomed into view and stopped at the yard office to change crews.

The cab was a bit crowded, so I initially took space in the gangway. In addition to Bill Purdie, others on board included firemen Bill Magee and Paul Brock, David Frost of the Old Smokey Railway Museum (sponsor of the ferry move), Herman Blanken, Appalachia Division engineer, and Road Foreman of Engines Ken Gercken.

As the engine worked the 13 cars and ex-L&N M-1 auxillary water tender up the slight gradient leaving Bulls Gap, I renewed acquaintances with Bill Purdie

and talked briefly about the engine's restoration. I noted that although I personally thought the engine was absolutely beautiful—from the genuine Southern brass eagle above the centered headlight, to the double-stripped combination of Southern's old passenger and freight paint schemes—the purists must have really raised sand over the departure from the "pure-C&O" look. Bill thanked me for the compliments, and agreed.

"We sweated blood over this engine, and it really hurt me to hear all those less-than-kind remarks."

The engine also has been modified with a boiler tube pilot in favor of the past C&O design, removal of the numberboards atop the smokebox front, and replacement of the "button" whistle on the steam dome.

The general arrangement of 2716's cab was not unlike most modern steam locomotives. There wasn't as much room as 2839's vestibule cab but certainly more than a Reading T-1 I had once visited. The interior had been completely reworked during the rebuilding, with installation of tongue-and-groove wood overhead and a few added amenities, such as the engineer's and fireman's seats. These apparently were salvaged from an F7 or some other older EMD unit, and their adjustable heights were handy for easier reach of the engine's "grapevine" throttle and firing controls.

C&O's Kanawha's were equipped with air-actuated whistles, quite common for modern locomotives built during the last decade of steam construction. This, of course, would never have done on the Southern, where a manually-controlled whistle was absolutely essential to play out the mournful sounds of the steamboat chime. The ex-ICRR whistle was thus actuated by a large lever directly overhead and in front of the engineer.

The butterfly firedoors could be opened by the usual foot pedal, but the 2716's was recessed in the floor. The distance between the coal pile, even with a full bunker, and the firebox door made hand-firing impractical if not impossible, at least for long periods of time. The usual "Red Edge" shovel was there just the same, though.

Two speedometers had been mounted above each forward running board access door to better measure the giant's gait. Neither unit would be wound very tight this weekend.

I also noticed the Franklin Precision screw-type reverser. This unit was operated by air, much like the reverser on the 2839. The 2716's reverser was much quieter than the impact-wrench sound noticed on the Hudson, though.

Fireman Bill Magee was having no trouble at all keeping the engine hot on the light grade leaving Bulls Gap. Hailing from Utah, Alabama, he told me he was more accustomed to "rip-rap" territory—Southern jargon for the undulating profiles found over most of the South, with frequent but very slight up and down-grades, a result of a minimum of cuts and fills on the original alignments.

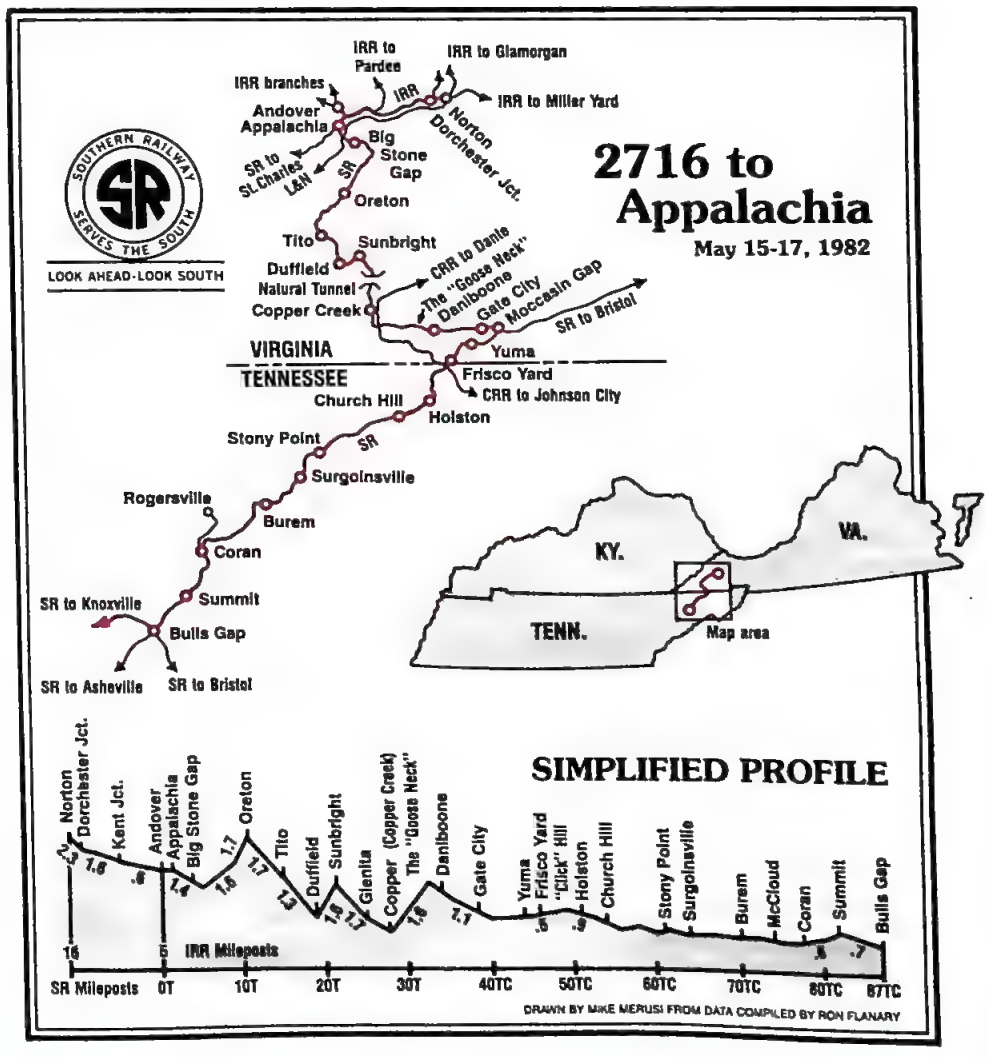
"Bill, this division is 'rip-rap' territory too; the 'rips' and 'raps' are just a little more pronounced," I kidded.

At length I joined Magee and Brock on the left-hand cushions. Even with a string of 10-m.p.h. slow orders over a few bridges, there would be some limited 40-m.p.h. running. After passing the west switch at Summit, Purdie let the big Kanawha out a bit and we accelerated smartly to timetable speed. The broad smile on Kenny Fannon's face mirrored my feeling of once again being on a working steam locomotive. We both knew that fast running would not be the order of the day, for ahead lay three successive grades of 1.7 percent. No. 2716 was to be tested this bright May day.

The trip along the Holston River was nice enough, but our timekeeping was causing some concern. We were realistically hoping to reach Appalachia by 4:00 p.m., but 5:30 or 6:00 was looking more like it. The town had a big welcome planned when the train arrived, and we hated to spoil their festivities.

As we crested Click Hill between Church Hill, Tenn., and Frisco Yard, a junction with the Clinchfield, the yellow order board signaled that "19" orders were to be picked up (the Appalachia Division is all "dark" territory, operated by train orders and timetable only). A work extra ballast-cleaner behind GP30 2620 was tied up there waiting for us to clear.

My worst fears were realized by the orders, which called for a meet at Yuma, two miles away, with First No. 90, a unit coal train from Andover to Scherer, Ga., with 66 loads of steam coal for



Georgia Power. At that very instant, First 90 was grinding up the hill at Oreton, over 36 miles distant. We were going to be stuck for at least an hour.

To add to the dilemma, we were still going to have to take water at Gate City, 5.6 miles from Yuma. Bill asked if there was a water system within reach of the passing track somewhere at Yuma. My work as a government planner made me familiar with almost all of the existing utility systems in rural southwestern Virginia, and I quickly recalled that a 6-inch water main did parallel the railroad for a brief distance at Yuma. Lo and behold, we pulled up to one of the few hydrants on the line and proceeded to take on water using the fire hose on the auxillary tender. It was later learned that our impromptu water stop had left the folks in that valley without water for well over an hour. One particularly irate woman had called Southern at Andover screaming about the thick lather of shampoo she had on her head when the water went off. I would later disavow any knowledge of the incident.

The westbound grade from Gate City to the top of the "Goose Neck"—so named because of the resemblance of the eastbound approach to that particular portion of a goose's anatomy—is 1.1% with a short section of 1.7% grade near the top. The 2716 experienced no difficulty in cresting this "rip."

We dropped downgrade through Speers Ferry, under the Clinchfield main, and then across Copper Creek Bridge (not the notable Clinchfield structure, but the shorter span located below it). From Clinchport, the line increased in curvature and gradient until we reached Natural Tunnel.

For the benefit of the uninformed, Natural Tunnel is an aptly named 850-foot passage way through Purchase Ridge. The original line was located there by the South Atlantic & Ohio Railroad in 1890 to take the fullest advantage of nature's handiwork. Even with the help of a short man-made bore just south (railroad east) of the natural cavern, the westbound grade through the tunnel was 1.6% on a tortuous reverse curve of 16.7 back to 17.2 degrees. Purdie reminisced on his first trip through the tunnel on the 2839, recalling that a train there was like an HO gauge engine in a 55-gallon drum—a very accurate analogy.

After a spectacular photo run-by on the north (railroad west) side of the tunnel, the passengers reboarded for the continued assault on Sunbright Hill. The smoke which remained in Natural Tunnel was so thick, according to Division Engineer Wick Moorman traveling behind the train on a hi-rail, that all vision was obscured.

Southern's simple Class Ls-2 2-8-8-2s, with a tractive effort of 96,000 lbs., had been limited to 1400 tons on this grade, and I roughly figured 2716's train to be very close to that. By comparison, the current timetable restricted a GP9 to 800 tons, and a GP38-2 to 1100. The 2716 was capable of producing 69,350 lbs. of tractive effort, plus an additional 14,400 lbs. from the high-speed booster, for a total of 83,750 lbs.—12,250 less than the Southern articulateds.

On the 1979 trip, the 2839, with eight cars, the same auxillary tender and Southern's self-unloading coal car, had made no less than four assaults on this grade, until, with booster working wide open, the Hudson's labored exhaust rebounding off the Foote Mineral plant at the summit heralded victory. I was hoping for better things out of the Kanawha, although it was clear she had all she could wiggle with.

We were joined in the cab leaving Natural Tunnel by Sarah Purdie, Bill's unflappable wife. She joined me on the fireman's side, and the show began.

With all the authority of a Y-6b leaving Boaz, the 2716 marched away from Natural Tunnel and into the worst part of the grade. I watched anxiously as Purdie coaxed her across the tall timber deck trestle at milepost 23.2T and into a 10-degree left-hand curve which had almost been 2839's undoing. No sir, I could see we were going to the top this time, with the 2-8-4's smoke plume rivaling that of Mount St. Helens. The booster was used almost all the way to the top as insurance, but it was clear that the 2716 was born to be a mountain mauler. Bill Magee and Paul Brock, neither of whom had ever ventured into this so non-typical Southern Railway territory, were wide-eyed by the terrain they were struggling to make steam against.

At Tito, we headed into the siding to meet an eastbound coal train bound for Asheville running as Second No. 90. This consist also was a "radio train" with 122 loads and seven units (GP38-2s and GP30s). The west switch at Tito siding was lined for our departure and Trainmaster Lynn Golden "highballed" it so we wouldn't have to drag by to pick up our flagman. The extra momentum was needed as the third 1.7% grade of the day from there to Oreton summit tested the engine all the way. This grade was handled with less use of the booster, as well as the final ascent into Appalachia.

Amid the sounds of happy people and the melodious strains of "Chattanooga Choo Choo" played by a Dixieland band, Extra 2716 West rolled to a stop in Appalachia at 6:30 p.m. I returned to the real world again and joined my fellow club members to handle car cleaning chores and last minute details in preparation for the next day's trips to Norton. After the 2716's superlative performance into Appalachia, we all anticipated no problems the following day. The last thing we expected was a load of bad coal.

Sunday morning, May 16, 1982, dawned clear and warm. I reported to Andover along with a host of our members to finish readying the train for a day of steam on the Interstate. The Interstate became a part of Southern's sprawling system in 1961 through a stock-exchange deal with the line's former owner, the Virginia Coal & Iron Company. Andover was, and still is,

VICTOR HAND

NORTHBOUND on May 15, the 2716 smoked it up through a cut at Greenland, Tenn. The 2716's new "face" and pilot strongly resemble Southern's big Mikados and 2-10-2s.

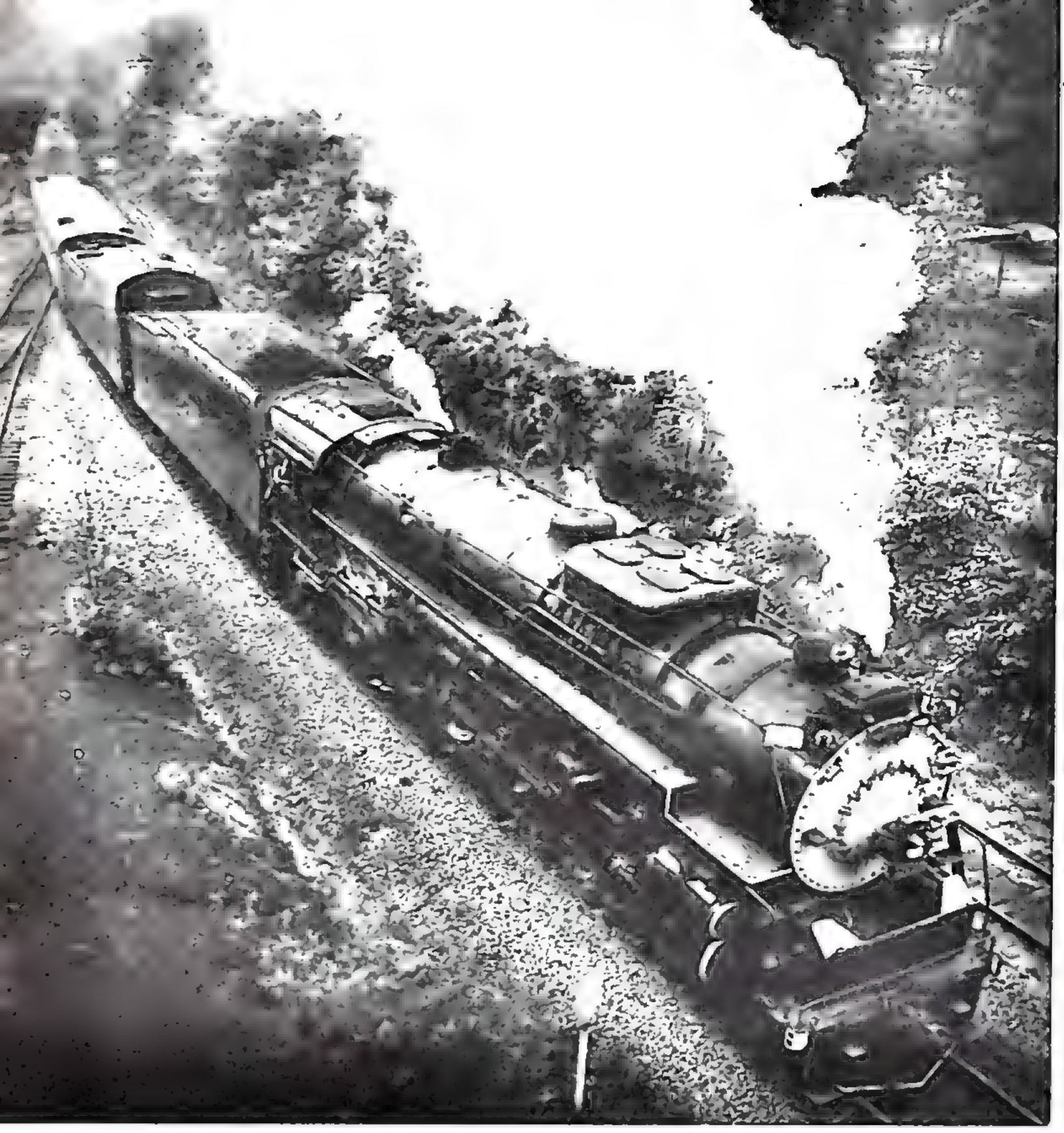
home base for operations. Southern's old yard at Appalachia was closed in 1965 with operations moved to Andover. The old yard was then converted for use as a coal transloading facility. Although a bit cramped, Andover has continued as the principal yard and division office for the Appalachia Division. During normal operating times, the Interstate dispatches five mine runs and one "Hill" crew daily, with an occasional extra or two. As with Southern, weekend operations, especially Sunday, are lighter.

Southern operates two crews daily to St. Charles, the yard crews at Andover, a daily-except-Sunday local to Stony Point (east of Frisco Yard), three to four through unit coal trains to Bulls Gap and beyond, and three to four "turns" to Yuma. At this writing, however, coal loadings are down significantly and these patterns are much lighter.

The Interstate's main stem runs from Andover to Norton. Branches radiate from there to Glamorgan and Dixiana. There are also branches from Dorchester Junction (just west of Norton) to Dorchester, Kent Junction to Pardee and Pine Branch, and lines from Andover to Derby, Roda and Wentz (Stonega). The line from Norton to Miller Yard on the Clinchfield is still in service but is to be transferred to L&N ownership in the near future as a mutual merger agreement between CSX and the Norfolk Southern Corporation. L&N will use the Miller Yard line for its coal trains out of Eastern Kentucky in lieu of present trackage rights over the N&W's Clinch Valley District between Norton and St. Paul. The agreement gives L&N its only connection with the Clinchfield (except via the new Deane Connection and the C&O).

During the days of steam, the Interstate used a mixed collection of everything from 50-inch drivered, 73-ton Consolidations to USRA-copy 2-8-8-2s to full-stroke the loads up Norton Hill. The line even rostered two ex-Pennsylvania L-1 Mikes and an H-10s Consolidation.

The Interstate's line was actually the second to be built up the narrow confines of the Powell River Valley, following construction of L&N's Clinch Valley



BILL BLANTON

MOMENT OF TRIUMPH: 2716 tops the 2.3% into Norton on the first trip May 16 after starting from a dead stall. At right, she traverses Bum Hollow (Oreton Hill) on May 17.

Division by 16 years. The L&N was the better engineered of the two, with a steady 1.25% compensated grade all the way from Appalachia to Norton. By contrast, the Interstate's locating engineers stuck hard by the waters of Powell River all the way to Dorchester Junction, there taking one last big jump the short 1.8 miles to Norton on a 2.3% grade. Because of that grade, the crews assigned to pull L&N bridge traffic from the Dorchester Junction interchange with that road to Norton were called "Hill" crews—a name which, as previously noted, still prevails, although the L&N now takes its own traffic to the Clinchfield. It was the combination of this grade and a diet of poor coal which would almost defeat the 2716.

As we boarded passengers at Appalachia for the first run, I couldn't help but remember those other 2-8-4s which ran this same hill, albeit on the other track: my beloved L&N "Big Emma's." Unlike a lot of other roads which used their 2-8-4s for high-speed, flat-land running, the L&N ran the Emma's in their toughest territory. The sight of a "Big 19," as CV enginemen called them, blasting out of Appalachia with Norton-bound merchandiser/coal train No. 65 was a sobering experience. My rememberance of the Emmas' passing was reinforced by 2716's ex-M-1 auxillary tender (from one of the 22 Lima M-1s constructed in 1949). Once again, the Powell River Valley would quake to the sound and power of a 2-8-4's exhaust.

Our departure from Appalachia was marked by a light spring shower, just enough to cool the heat of the day and slicken the rails a bit. I helped lift tickets and then joined Trainmaster Bruce Baker on the open car *Lookout Mountain* at the rear of the train to enjoy the verdant scenery along the tracks. We watched the big Kanawha blast around a curve at Kent Junction, unaware that Purdie and company were having a difficult time keeping steam up with the coal taken on the day before. As the grade stiffened from .6 to 1.7% east of Kent Junction, our pace first slowed from the sedate 15 to 20 m.p.h. we were maintaining down to a run, then a walk, and finally an agonizing stall. The word from the head end reassured us that nothing was wrong with the engine, just bad coal and a stiff grade. After blowing up to 245 lbs., the 2716 whistled off and tried again. Nothing happened.

"Brakes are released on the rear 2716; any trouble?" queried Baker on the radio.

The train briefly rolled back, lurched forward, and then stopped again. The thick foliage and curvature of the track muted the engine's exhaust, so I merely assumed that the show up front was spectacular. After a second try, we got underway. The smiling photographers and blanket of cinders near the spot where the engine stalled confirmed my assumption that 2716's problems had resulted in some great action.

Near Milepost 13.5, we stalled again for lack of steam. Again, pressure was rebuilt and we resumed our assault on the hill. With 2716's booster sounding much like a small, badly-timed Shay doubleheading with a Kanawha, we hit the absolute bottom of the steepest part of the hill just west of Dorchester Junction at what Interstate crewmen call "Josophine's Bottom." It would be really tough from here on in.

As our speed dropped again, Baker and I both felt that we would not make it. Radio conversations with Bill Collier, the Interstate engineer assigned to the train, reaffirmed the continuing steaming problems. Despite a determined assault out of Dorchester Junction, the 2716's drivers spun to a smoky stall half way up, the demands of her cylinders and booster just too much for the coal's poor heating capabilities.

After an aborted attempt to restart on the grade, the train was backed to Dorchester Junction to build up steam once more. We quickly caucused and discussed possible alternatives. Since there were no trains out on the Interstate, diesel assistance was impractical. Doubling the hill was a possibility but no one was very happy about leaving occupied passenger cars on such a steep grade. I finally could stand it no longer and walked up front to get on the engine.

It was pure irony that bad coal had found its way onto 2716's grates in this, the very heart of the eastern bituminous coal fields.

"This stuff won't burn worth a flip!" exclaimed Bill Magee, his face streaming with perspiration.

The problem with lack of BTUs was compounded by the dust-like consis-

tency of the coal. Most of it was just being sucked up the stack without burning at all. The rest was clinkering into a gooey mess and reducing the draft. The answer was found in using the hook to break up the fire bed and then hand-fire (with the stocker on) to minimize the problem with the poor coal. The "improbable" task of hand-firing an engine of this size had become a necessary reality.

In another spectacular display of steam and smoke, the engine took hold on a third attempt at the grade. Magee was steadily hand-firing 90 square feet of grate area, and the pressure was holding steady at 230 lbs. All aboard felt we were going to make it this time.

Halfway up the hill, 2716 slipped, recovered, and slowly picked up the tempo again. Speed rebounded (as later measured by the recorded duration of the engine's exhaust) to 4 m.p.h. Within sight of the top, the engine passed over the well-oiled switch points of the first turnout into Norton Yard. The 69-inch drivers lost their adhesion, and momentarily it appeared that we had stalled again. Purdie got the engine to take hold again, but speed had dropped to 3 m.p.h. As the second switch was crossed, the booster slipped, followed by the engine, and the 2716 went into a thunderous all-out wheel slip from which it couldn't recover. It was a disgusting feeling.

The crew worked to get more sand to the rails by "ballpeaning" the delivery pipes and climbing to top of the huge boiler to push the remaining sand to either side of the sandbox to make certain all of the delivery pipes were covered.

With safety valves lifting, Purdie opened the throttle wide once again. The engine wouldn't respond. I mentally noted that the Kanawha was well designed from an adhesion factor standpoint since it wouldn't slip at all. He rolled back a foot or two and hauled back on the grapevine throttle again. Under a canopy of cinders, and with the booster enveloping everything around in steam, the 2716 triumphantly marched the 13-car train over the top.

After turning on the wye and replenishing the commissary car (where there had been an unbelievable rush on hot-dogs and soft drinks), we headed back to Appalachia, having lost almost an hour. It was decided to drop the first two cars for the second trip to reduce the likelihood of more trouble on the hill.

The next assault on the grade into Norton was made with more authority, but it was decided to stop again at Milepost 13.5 to rework the fire before tackling the 2.3% again. This prudent decision resulted in a successful climb the first time. As we rolled back down to Appalachia, I breathed a sigh of relief. We had safely handled almost 1400 passengers on two trips up a spectacular mountain railroad, and our mount had not let us down. I placed C&O's "Big Mikes" right up there with L&N's "Big Emma's" on my list of admired and respected steam power.

The trip back to Knoxville on Monday was a deadhead move without passengers. David DeVault and I paced the 2716, this time with a tender full of lump-sized coal which Purdie described as some of the best he had ever seen, all the way to Natural Tunnel.

The pacing trip was a very pleasurable experience since I had yet to see the engine in action from trackside. She bested the eastbound 1.7% grade at Oreton with little trouble (except a few anxious moments through "Jones' Cut"). Southern's 2-8-8-2s were rated at 1800 tons on this eastbound haul.

Although we missed the show by running ahead to Natural Tunnel, the engine stalled again climbing Sunbright Hill due primarily to rails slickened by another spring rain. With a firebox full of good coal, though, Bill coaxed the engine and train over the grade without a great deal of trouble.

An impromptu photo run-by at Natural Tunnel was hampered by a brief shower and overcast sky, which predictably cleared in favor or bright sunshine soon after the train's departure. The handful of photographers and fans present were witness to a stunning display as the engine drifted softly into the huge "smokehole," preceeded by a long and mournful blast on the whistle. The shape of Natural Tunnel is such that it acts as a huge megaphone, and the sound of the whistle was amplified. Rain or no rain, it was breathtaking. I left Dave and boarded the engine cab for one last fling before the weekend was officially over.

"You'd better blow that whistle Ron; don't know when or if you'll get to do it again," warned Jim Seay.

I responded by reaching over Purdie's shoulder and blowing a long grade crossing signal at the top of the "Goose Neck."

"Hey, you're usin' all my steam!" Brock chided.

As the big 2-8-4 blasted away from the water stop at Gate City, I began to share Jim Seay's melancholy feelings. We didn't know if the 2716 would ever return to the Appalachia Division, though Jim Bistline had at least left the door open.

Over the next months, her graphited smokebox and eagled headlight will roll across a lot of Southern trackage. But undoubtably, Bill Purdie and crew will tell you none quite so challenging and exciting as that encountered in the mountains of southwestern Virginia.

Yes sir, the 2716 had come a long way since that day in Louisville when I first laid eyes on her over 19 years ago. The last place I thought I would ever see her that day was toppin' the "Goose Neck" in 1982. But then, stranger things have happened.

RON FLANARY

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Camera Bag

BY JIM BOYD

Shoot your wife

Railfans own cameras to photograph trains. We all know that. But those same cameras can be used for other things, as well—such as family photos. However, it seems to be the rare railfan who turns his thousand-dollars-plus worth of 35mm hardware toward the wife and kids, grandma and grandpa and drunken Uncle Charlie, to preserve them for posterity. I've seen an amazing number of railfan households whose "family" camera is an Instamatic or Polaroid in the hands of the *hausfrau*.

Sheryl Hinsdale of Hampstead, Maryland, sent us the following, and it seems appropriate:

"If some wise grandmother type had only warned me: 'If you want family pictures, don't marry a man who owns a 35mm camera and a zoom lens and has a railroad patch anywhere on his person.' She could have saved me years of mental distress.

"I should have read the signals when my husband and I were dating. On sunny Saturdays I would pack the cooler, he would pack the camera bag, and we would head for his favorite picnic spot: the C&O right-of-way. Movie dates were carefully timed so that he could catch the local grain train on the way to the theater. And our romantic moonlight rides invariably ended trackside—with his tripod and shutter release never further than the car trunk. No wonder the earth seemed to move when we kissed.

"As a family, our photo memories began with our honeymoon. First he snapped me posing by the Burlington Northern (double track CTC). Then he photographed me posing by a train (crew gone for beans). Then just the train (me gone for beans). Our hotel was quaint, but was it just coincidence that our room overlooked the main and afforded a clear view of the eastbound signal bridge?

"After that, things went downgrade. I was amazed that a man who carried three cameras around his neck and could singlehandedly execute a pace shot while driving the pace car could not focus on anything that smiled. I found myself positioning the kids trackside with instructions to wave at the approaching train. That way I was sure to have a picture or two to show my bridge club. The first time the slides came back I was thrilled. I had an ant in a striped shirt to brag about.

"As a result of his passion for train photography, our slide shows were confusing to guests. My husband would set up the screen promising good pictures of first and second generation. Then, when our company was excited about an evening of out-of-focus baby shots and poorly lit family reunions, he would turn on the GG1s, E7s and turbos. What a shock. Until then, they'd thought that 'high nose', 'low nose', 'cow' and 'calf' were zany terms my husband used to describe his loved ones.

"The day I opened the slide tray marked 'FAMILY' and the first slide was a picture of a Seaboard Coast Line U-boat, was the day I decided things had gone too far.

" ' Where are all our memories?' I shrieked at my spouse.

" 'Right there.' He insisted, taking a slide tray from the top shelf. 'Here's our wedding. I caught this piggyback an hour before the ceremony. If you look close, you can see the church steeple.'

" 'This one I took the day Arnold was born—a perfect f16. And I'll always remember our fifth anniversary. Beautiful how the sun hit the nose of that GP30.

"Then he gave me his best grin, 'This is my favorite.' Picking another slide from the tray, he added, 'I took this one the day I proposed to you.'

"Now how could I have ever found fault with such a wonderful man?"

Well, I think you get the message. The typical railfan is a rather skilled photographer, and turning that good hardware loose on family subjects can only benefit all concerned. Try your telephoto or zoom for candid shots of the kids at play (remember to keep that shutter speed up there to stop the action) and your wide angle for close-in "participation" shots of family gatherings (see how much fun you can have by exaggerating Uncle Charlie's red nose with a wide angle lens).

Lowell Amrine's photo of wife and son which illustrates the short "The four-year-old railfan" features on page 33 shows some of the artistic potential of railfan cameras turned toward family. California photographer/author Ted Benson alternates his Christmas cards every other year between rail and family subjects, and his "family" card for 1981 was one of the most delightful we've seen on any topic. I even resorted to a snowy night photo of my new house a couple of years ago on my Christmas cards with the house decorated with Christmas lights and illuminated with the same flash techniques used for Steamtown/Cass/etc. night photo sessions.

If you're uncertain how to approach family subjects, your local camera shop will probably have a number of inexpensive "how-to" books on candid "people" photography. With a good 35mm or other "railfan" camera, you should be able to get impressive family photos without resorting to complicated studio lighting simply by working outdoors or indoors with a small strobe flash. Then it won't be *your* wife writing letters to railfan magazines about husbands who seem to think only about trains.

Incidentally, Sheryl acknowledges that her husband, Mark, an operations planner for the Chessie System in Baltimore, has since become very adept at taking family photos. She notes that he is an excellent photographer, and that others now "request copies of *our* pictures because they are so much better than anyone else in the family shoots—and better than the pro got at a relative's recent wedding." See, folks, it works.

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The Silverton

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Lv. Silverton . . . . . 1:45 p.m.
Ar. Durango . . . . . 5:00 p.m.

Fall Schedule: 90 miles round trip.

***Exception: Christmas Eve and Christmas Day.**

Winter Schedule — Nov. 29 thru May 13*

Lv. Durango . . . . . 9:55 a.m.
Return Durango . . . . . 2:15 p.m.

Winter Schedule: 52 miles round trip.

This train goes to Cascade Canyon, turns on a wye at a point approximately half way between Durango and Silverton, and returns to Durango.

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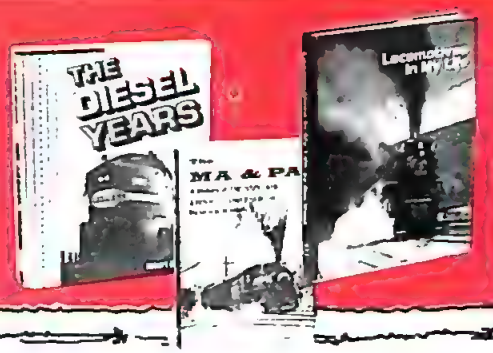

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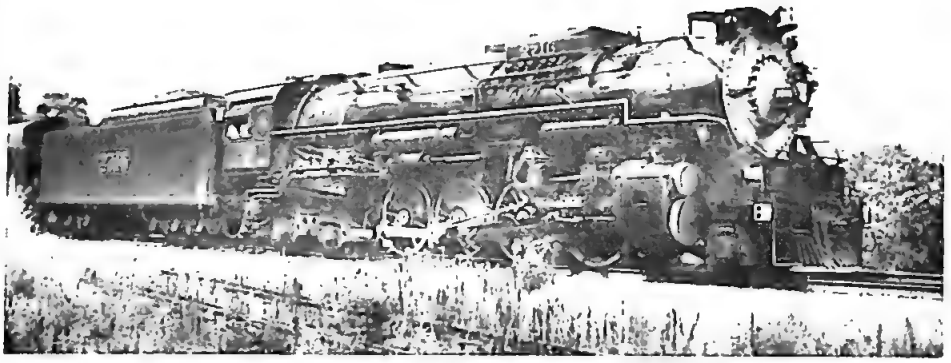

SOUTHERN'S BERKSHIRE 2716 rolls into Chatham, Va., on the Fourth of July 1982 en route from Greensboro, N.C., to Alexandria, Va. Her new headlight and pilot disguise her C&O Kanawha origins.

The Southern Berkshire

I must confess that although not surprised I was a little disappointed when the 2716 emerged from the Southern's Birmingham steam shop on October 8, 1981, in the complete new image of a Southern Berkshire instead of her original C&O Kanawha configuration. I've never seen a live C&O 2-8-4, and that C&O-style low headlight has always fascinated me. I had a real craving to get to know an authentic Kanawha on home turf, and recent experiences with Rowland's C&O Greenbrier only intensified my interest. But such was not to be, as corporate rivalries between Norfolk Southern and CSX would hardly permit the former to publicize an image of the latter.

I accepted the 2716 for what she was and looked forward to the Southern scheduling her close enough to New Jersey for me to spend some time with her—2716 had managed to stay just out of my reach during her '81 outings. A ferry move over the Fourth and two more weekends out of Alexandria, Va., in July '82 looked like the ideal time and place to become acquainted with this brand new engine.

I kicked in with Max Robin and John Terry on an all-night drive to Greensboro, N.C., the evening of July 3 for my first encounter with the 2716. We arrived in Greensboro about 2:30 a.m. and headed right for the engine terminal. "Hey, she's right down where the Royal Hudson was parked the last time I was down here!" Max exclaimed as we first spotted her. Then we noticed on the adjacent track was parked the 2839—not the Royal Hudson but the SR GP38AC of the same number!

After a flurry of night shots, we got two hours sleep in the Ramada Inn before bouncing out weary and bleary to trackside for the 8:00 a.m. departure on the ferry move northward to Alexandria. The first sound of that ICRR 4-8-2 whistle made it all worth the effort for this displaced Midwesterner! The 2716 pounded past, and for the rest of the day it was a series of frantic runbys and brief glimpses bracketed by mile after mile of intense driving as the day went from sun to rain and back to sun again.

That Fourth of July chase left me very unsettled in my reaction to this new "Southern Berkshire." I was trying to find a Kanawha behind that light gray smokebox and centered headlight, and I wasn't having much success. Even a side-by-side 50-m.p.h. chase from alongside the tender didn't produce much of a "C&O" impression, since the neat gold striping, white driver tires and centers and polished rods flashing along at that speed were definitely not reminiscent of a grimy workhorse dragging hoppers up the Big Coal (the 614 tended to give me that problem, too, for most pictures you see of C&O engines show an overall dusty gray that tends to "unify" the detail, and Ross's 4-8-4 always looked best toward the end of a trip when the sand and oil would crud up the running gear and soften her black, white and polish image).

Then came the three-day weekend of July 16-18, created by a charter trip for the National Model Railroad Association on Friday as part of its national convention being held in Washington. Hosted by Brian Manwiller of the NRHS Washington Chapter, I had three whole days to get to know the 2716, from lineside on Friday and Sunday and from on board on Saturday.

After that weekend, I came to a couple of conclusions: the engine definitely looks best from a more nearly broadside viewing angle, as it lets her thoroughbred lines show clearly without over-emphasizing her new "face," and that the engine is much more appealing when you stop trying to find a Kanawha and simply accept her as a "Southern Berkshire."

I guess it was the lifelong modeler in me that brought peace of mind. Free-lancing and kitbashing tempered with good judgement and knowledge of prototype practice have often produced some very plausable and interesting models. What we had here was Bill Purdie and his crew kitbashing a C&O Kanawha into a free-lance Southern Berkshire. And the concept isn't as far-fetched as it sounds.

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REPRINTED FROM THE MARCH 1952 RAILROAD MAGAZINE

NOT ON THE WHEEL REPORT — *JOE EASLEY*

"I warned yuh it'd be harder going back!"

happened during World War II when the War Production Board froze the designs of new locomotives: in order to prevent wasting of valuable war material on untried and potentially unsuccessful designs, they ordered that all new locomotives be built to existing designs. This resulted in the PRR copying the C&O 2-10-4s and the WP getting *Daylight* 4-8-4s, right down to conical noses and skyline casings. It also resulted in the C&O copying the Pere Marquette 2-8-4 for its famous K-4 "Kanawhas"—of which the 2716 was a part of the first order. The Pere Marquette 2-8-4s had been themselves duplicates of the Nickel Plate and Wheeling & Lake Erie 2-8-4s. (The NKP Berks had been designed by the Van Sweringen roads' Advisory Mechanical Committee set up for the NKP, C&O, Erie and Pere Marquette.)

During the War the Richmond, Fredericksburg & Potomac copied the Nickel Plate Berk, as well, and after the War the Virginian bought five copies of the C&O Kanawhas, engines which even duplicated the distinctive C&O "faces" with low headlight and oval number plates. Thus, by 1949 when Lima turned out NKP 779 as its last steam engine, 256 of these different looking but mechanically identical Van Sweringen/AMC 2-8-4s were working for the NKP, W&LE, PM, C&O, RF&P and Virginian (an option on boosters, different tenders and one-inch larger cylinders on the PM, C&O and Virginian engines were the only significant mechanical differences among the entire lot).

Now just suppose, that instead of acquiring FTs during the war, the Southern had been forced to turn to steam power instead. Would they have just built more drag-era Mikes or 2-10-2s? It is quite conceivable that they, too, could have turned to the highly successful Van Sweringen design just as neighbors C&O and RF&P did. The resulting engine would have probably looked a lot like the 2716 does today. They would certainly have centered the headlight, and the pilot/footboard combination she wears is an almost exact copy of that found on SR 2-8-2 4501 and (the pilot is perfect, and the footboards differ from SR heavy 2-8-2 standards only by being about six inches lower and four inches wider). There's even a precident for

the "passenger" trim, as the RF&P 2-8-4s were similarly adorned, and the C&O used its Kanawhas regularly in passenger service.

So now when I view the 2716, I'm no longer frustrated by trying to "find the Kanawha" in there, I'm grooving on the just-might-have-been SR wartime Berkshires. And those engines would have been right at home on the Greensboro North End main line batting along at 65 with a 20-car troop train or head-end heavy *Birmingham Special.* You can see photos and movies and know what C&O Kanawhas were all about, but 2716 is a living piece of "history that might have been."

It was this kind of rationalization that prompted me to put on my title of Associate Editor for our sister publication, RAILROAD MODEL CRAFTSMAN, and present Bill Purdie with the RMC/Dremel Kitbashing Award at Charlottesville on July 16 for "kitbashing a 12"=1' scale C&O Kanawha into a Southern Berkshire." You can read all about that in the November 1982 RMC. Meanwhile, try seeing the might-have-been SR wartime Berk in the 2716—or just close your eyes and listen to that IC whistle and pretend you're listening to a 2500 at Chebanse. But whatever you do, experience SR's Berkshire for yourself.

Mo-Pac Man

Combine an unrelenting compulsion to pun with some time in our herald drawer looking for suitable artwork for Bob Karsten's "Mo-Pac's Navy" article, and the result will require an apology in advance to Bally Midway, the holder of the trademark for the famous electronic game. But we couldn't resist:

Save on subscriptions

The economy finally caught up with us, and effective with this issue the cover price of RAILFAN & RAILROAD is $1.75. To ease things for our regular readers, however, we are extending for a short time the old rates for subscriptions. When the cover price was $1.50, you saved a buck on the one-year rate of $8.00, and now that same rate will save you $2.50.

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Incidentally, we now honor MasterCard and Visa for purchase of subscriptions and books, so this might be a good time to whip out the ol' plastic and save on your subscriptions and persue our BOOK DEPOT on pages 58-59 for some advance Christmas shopping (you can send gift subscriptions at the old low rates, as well).

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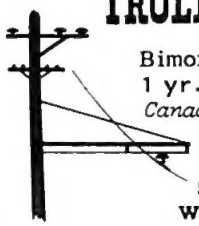

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• **CHALLENGER ON THE MOVE!:** Greg Nazarrow follows the Union Pacific's big 4-6-6-4 on its Pocatello/Salt Lake City odyssey in June 1982 as she "goes it alone" for her first solo long-distance venture.

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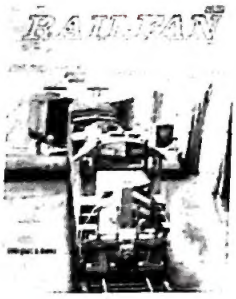

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RAILFAN & RAILROAD is doing well, in spite of the overall economy, and our net paid circulation has now gone over the 50,000 mark. To answer an oft-asked question, we have no immediate plans to go monthly, although that topic is under constant consideration in the front office. We are now entering our eighth year of publishing RAILFAN/R&R at Carstens, and we are very pleased at our "ratings," as you continue to support our efforts by buying the magazine.

Jim

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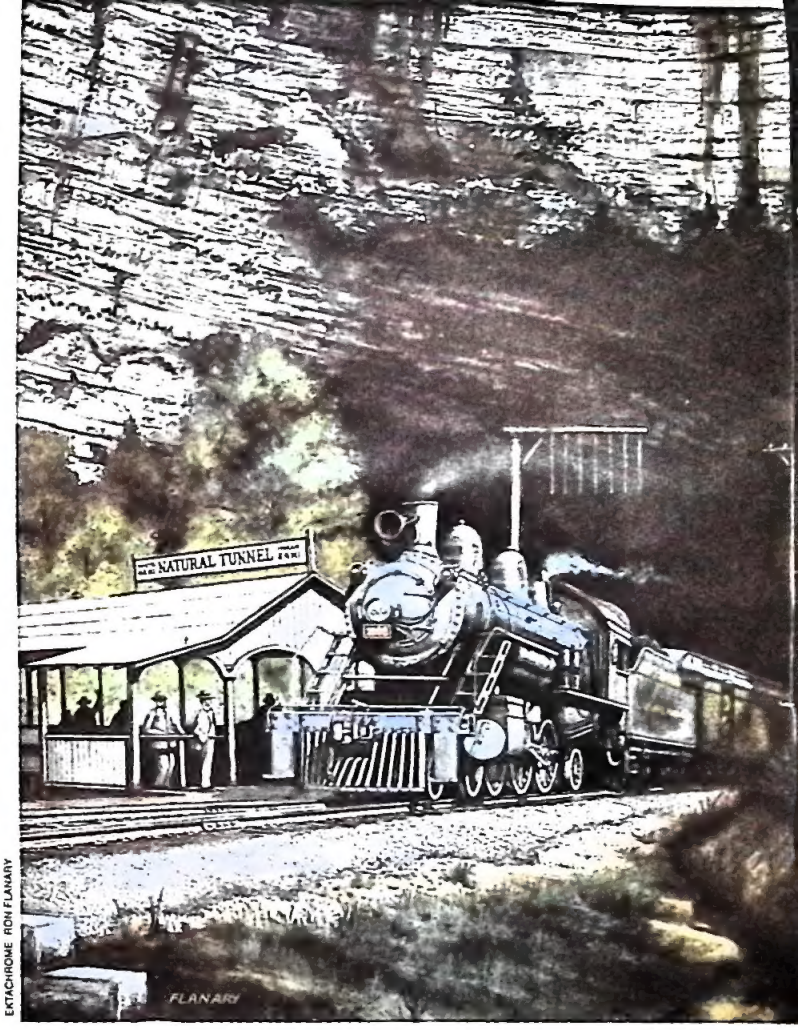
KODACHROME KENNETH G JOHNSEN

NORTHERN PACIFIC F9 7012A was repainted by BN Livingston Shop into its last NP scheme and donated to the logging museum at Mineral, Wash., on the Mt. Rainier Scenic Railroad. It was displayed at Seattle's King Street Station on May 14.

KODACHROME STEVE GLISCHINSKI

WESTERN PACIFIC inspired the paint schemes of two new short lines operating former-Milwaukee trackage. Dakota Rail (featured on pages 31-33) patterned its ex-Milw. F7s after WP 913-A and simply changed the WP silver to a sky blue. They're shown just south of Sisseton, S.D., on June 11, 1982. The Seattle & North Coast was inspired by WP's dark green for their F7s 102-101 (ex-BN 684-610, previously in a deteriorated Cascade Green) shown eastbound from Port Angeles to Port Townsend through Sequim, Wash., on July 23.

EKTACHROME RON FLANARY



THE *LONESOME PINE SPECIAL* with P-1 Pacific 1298 is depicted at Natural Tunnel, Va., in this 18"×24" watercolor by Ron Flanary and now owned by Charles K. Marsh. Flanary filled in the historical details of the *Special* for the Bristol & North Western article in the September R&R, and he describes the adventures of Southern's ex-C&O 2-8-4 2716 through here on the Appalachia Division in this issue.

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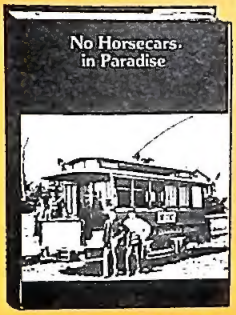

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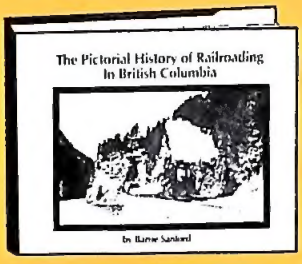

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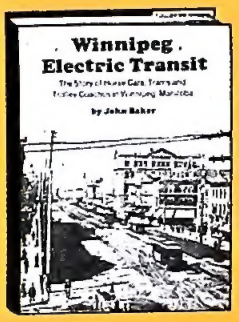

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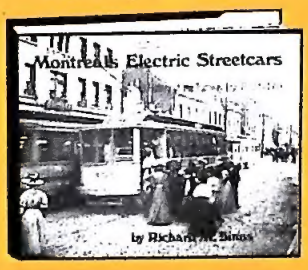

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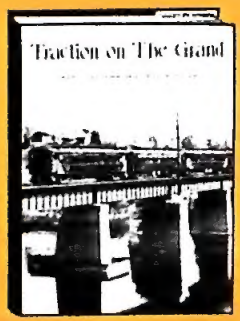

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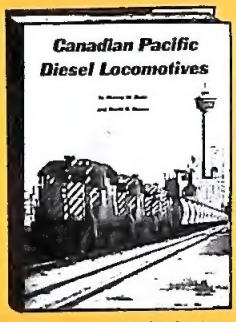

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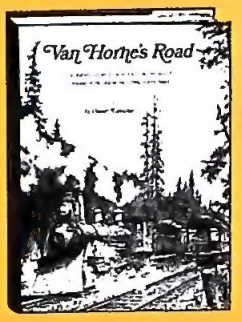

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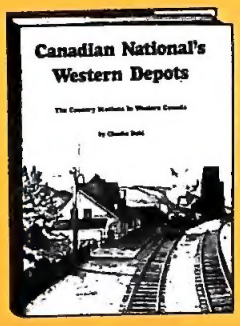

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